FARNBOROUGH AIRPORT

# FARNBOROUGH AIRPORT FASI-S AIRSPACE CHANGE PROPOSAL

## ACP-2022-038

# APPENDIX A
# LIST OF MP CONSTITUENCIES

The following is the list of Members of Parliament Constituencies who were informed by Farnborough Airport of this airspace change proposal. Further details are available in the Main Submission Document.

| | |
|---|---|
| Aldershot Boro Const | Mid Dorset and North Poole Co Const |
| Arundel and South Downs Co Const | Mole Valley Co Const |
| Basingstoke Boro Const | New Forest East Co Const |
| Bognor Regis and Littlehampton Co Const | New Forest West Co Const |
| Bournemouth East Boro Const | Newbury Co Const |
| Bournemouth West Boro Const | North Dorset Co Const |
| Bracknell Co Const | North East Hampshire Co Const |
| Brighton, Kemptown Boro Const | North West Hampshire Co Const |
| Brighton, Pavilion Boro Const | Portsmouth North Boro Const |
| Chichester Co Const | Portsmouth South Boro Const |
| Christchurch Co Const | Reading West Co Const |
| East Hampshire Co Const | Romsey and Southampton North Co Const |
| East Worthing and Shoreham Co Const | Runnymede and Weybridge Co Const |
| Eastleigh Boro Const | South West Surrey Co Const |
| Esher and Walton Boro Const | Southampton, Itchen Boro Const |
| Fareham Co Const | Southampton, Test Boro Const |
| Gosport Boro Const | Surrey Heath Co Const |
| Guildford Co Const | Winchester Co Const |
| Havant Boro Const | Windsor Co Const |
| Horsham Co Const | Woking Co Const |
| Hove Boro Const | Wokingham Co Const |
| Meon Valley Co Const | Worthing West Boro Const |
| Worthing West Boro Const | |

FARNBOROUGH AIRPORT

# FARNBOROUGH AIRPORT FASI-S AIRSPACE CHANGE PROPOSAL

# ACP-2022-038

# APPENDIX B

# STAKEHOLDER ENGAGEMENT LOG & CORRESPONDENCE

**VERSION 1.0**

## Stage 1 Stakeholder Engagement Log

| Date | Stakeholder | Type of Engagement | Subject of Engagement | Location of Engagement Evidence in Appendix B |
|---|---|---|---|---|
| Initial inform/invitations | | | | |
| 08/11/2022 | MP's | Email | Inform of ACP/Engagement | Page 13 |
| 08/11/2022 | FASI-S Airports | Email | Inform of ACP/Engagement | Page 14 |
| 08/11/2022 | Airports | Email | Inform of Engagement w/invite | Page 15 |
| 08/11/2022 | Aviation | Email | Inform of Engagement w/invite | Page 16 |
| 08/11/2022 | Operator List | Email | Inform of Engagement w/invite | Page 17 |
| 08/11/2022 | FAL Stakeholders | Email | Inform of Engagement w/invite | Pages 18-19 |
| 08/11/2022 | NATMAC | Email | Inform of Engagement w/invite | Pages 20-21 |
| 08/11/2022 | Borough Councils & Unitary Authorities | Email | Workshop Invitation | Page 22 |
| 08/11/2022 | County Councils | Email | Workshop Invitation | Page 23 |
| 08/11/2022 | Environmental Groups | Email | Workshop Invitation | Page 24 |
| 08/11/2022 | FACC Committee | Email | Workshop Invitation | Pages 25-26 |
| 08/11/2022 | Balloon Operators | Email | Workshop Invitation | Page 27 |
| 08/11/2022 | [redacted] (FACC member) | Email | Workshop Invitation | Page 28 |
| 09/11/2022 | [redacted] (Solent Airport) | Email | Inform of Engagement w/invite | Page 29 |
| 09/11/2022 | Shoreham Airport<br>RAF Northolt<br>Popham Airfield | Email | Inform of Engagement w/invite | Page 30 |
| 09/11/2022 | [redacted] (A4A - NATMAC) | Email | Inform of Engagement w/invite | Page 31 |
| 09/11/2022 | Manston Airport (FASI-S) | Email | Inform of Engagement | Page 32 |
| 09/11/2022 | [redacted] (FACC member) | Email | Workshop Invitation | Page 33 |
| 10/11/2022 | Premier Aviation (Aviation) | Email | Inform of Engagement w/invite | Page 34 |

Farnborough Airport FASI ACP Stage 1

| Date | Stakeholder | Type of Engagement | Subject of Engagement | Location of Engagement Evidence in Appendix B |
|---|---|---|---|---|
| 09/11/2022 | [redacted] (Air Ambulance - FAL) | Email | Workshop Invitation | Page 35 |
| 10/11/2022 | [redacted] IACA - FAL) | Email | Workshop Invitation | Page 36 |
| 11/11/2022 | [redacted] FACC members) | Email | Workshop Invitation | Page 37 |
| 11/11/2022 | [redacted] (Cessna - FAL) | Email | Workshop Invitation | Page 38 |
| 16/11/2022 | FACC new members | Email | Workshop Invitation | Page 39 |
| 17/11/2022 | Eastern Airways (Aviation) | Email | Inform of Engagement w/ optional invite | Page 40 |
| 17/11/2022 | AviJet(FAL) | Email | Workshop Invitation | Page 41 |
| 17/11/2022 | 3x extra Operators | Email | Workshop Invitation | Page 42 |
| 21/11/2022 | Low Fare Airlines(NATMAC) | Email | Workshop Invitation | Page 43 |
| 23/11/2022 | Airports | Email | Reminder: Inform of Engagement w/invite | Page 44 |
| 23/11/2022 | Aviation | Email | Reminder: Inform of Engagement w/invite | Page 45 |
| 23/11/2022 | Qatar Exec (Aviation) | Email | Inform of Engagement w/invite | Page 46 |
| 23/11/2022 | FAL Stakeholders | Email | Reminder: Inform of Engagement w/invite | Pages 47-48 |
| 23/11/2022 | NATMAC | Email | Reminder: Inform of Engagement w/invite | Pages 49-50 |
| 23/11/2022 | Operator List | Email | Reminder: Inform of Engagement w/invite | Page 51 |
| 23/11/2022 | Borough Councils & Unitary Authorities | Email | Reminder: Workshop Invitation | Page 52-53 |
| 23/11/2022 | County Councils | Email | Reminder: Workshop Invitation | Page 54 |
| 23/11/2022 | FACC Committee | Email | Reminder: Workshop Invitation | Pages 55-56 |
| 23/11/2022 | Balloon Operators | Email | Reminder: Workshop Invitation | Page 57 |
| 23/11/2022 | Environmental Groups | Email | Reminder: Workshop Invitation | Page 58 |

| Date | Stakeholder | Type of Engagement | Subject of Engagement | Location of Engagement Evidence in Appendix B |
|---|---|---|---|---|
| 23/11/2022 | AOPA | Email | Additional information regarding GA/Class G airspace | Page 59 |
| 24/11/2022 | Oxford Flight School(FAB) | Email | Inform of Engagement w/ optional invite | Page 60 |
| 24/11/2022 | MoD DAATM(NATMAC) | Email | Engage via email | Pages 61-62 |
| Phase 1 Workshop RSVPs | | | | |
| 08/11/2022 | New Forest National Park | Email | Request to attend workshop | Page 64 |
| 08/11/2022 | Waverley County Council - [redacted] | Email | Request to attend workshop | Page 65 |
| 08/11/2022 | [redacted] (FACC) | Email | Request to attend workshop | Page 66 |
| 08/11/2022 | [redacted] (FACC) | Email | Request to attend workshop | Page 67 |
| 08/11/2022 | [redacted](FACC member - CPRE Hampshire) | Email | Request to attend workshop | Page 68 |
| 08/11/2022 | Blackwater Valley Friends of Earth (FACC) | Email | Request to attend workshop | Page 69 |
| 08/11/2022 | Surrey County Council | Email | Request to attend workshop | Page 70 |
| 08/11/2022 | Mole Valley District Council | Email | Request to attend workshop | Page 71 |
| 08/11/2022 | Historic England | Email | Decline to attend workshops | Page 72 |
| 09/11/2022 | Ewshot Parish Council (FACC Member) | Email | Request to attend workshop | Page 73 |
| 09/11/2022 | The National Trust | Email | Request to attend workshop | Page 74 |
| 09/11/2022 | Fleet & Church Crookham Society (FACC) | Email | Request to attend workshop | Page 75 |
| 09/11/2022 | Dubai Airwing (Aviation) | Email | Request to attend workshop | Page 76 |
| 09/11/2022 | Solent Airport | Email | Request to attend workshop | Page 77 |

| Date | Stakeholder | Type of Engagement | Subject of Engagement | Location of Engagement Evidence in Appendix B |
|---|---|---|---|---|
| 10/11/2022 | RAF Northolt - [redacted] | Email | Request to engage via email | Page 78 |
| 11/11/2022 | Cranborne Chase and West Wiltshire Downs AONB | Email | Engage via email | Pages 79-80 |
| 11/11/2022 | Hampshire Microlight Flying Club/BMAA | Email | Request to attend workshop & confirmation of POC | Pages 81-82 |
| 12/12/2022 | Colemore Common Stakeholders (FAL Stakeholders) | Email | Request to attend workshop | Page 83 |
| 14/12/2022 | Farnborough Noise Group | Email | Request to attend workshop | Page 84 |
| 15/12/2022 | Southampton City Council | Email | Request to attend workshop | Page 85 |
| 16/11/2022 | Basingstoke & Deane BC | Email | Request to attend workshop | Page 86 |
| 17/11/2022 | Guildford Borough Council | Email | Request to attend workshop | Page 87 |
| 17/11/2022 | Basingstoke & Deane BC | Email | Request to attend workshop | Page 88 |
| 17/11/2022 | Mid Sussex | Email | Decline to attend workshops | Page 89 |
| 22/11/2022 | Hart District Council | Email | Request to attend workshop | Page 90 |
| 23/11/2022 | Surrey Hills AONB | Email | Request to attend workshop | Page 91 |
| 23/11/2022 | Woking Council | Email | Request to attend workshop | Page 92 |
| 23/11/2022 | Lasham Gliding Society (FAL) | Email | Request to attend workshop | Page 93 |
| 23/11/2022 | Church Crookham Parish Council (FACC) | Email | Request to attend workshop | Page 94 |
| 23/11/2022 | Blackwater Valley Friends of Earth(FACC) | Email | Request to attend workshop | Page 95 |
| 23/11/2022 | AOPA | Email | Request to attend workshop | Page 96 |
| 23/11/2022 | BALPA | Email | Request to attend workshop | Page 97 |
| 23/11/2022 | British Gliding Association | Email | Request to attend workshop | Pages 98-99 |
| 24/11/2022 | South Downs National Park | Email | Request to attend workshop | Page 100 |

| Date | Stakeholder | Type of Engagement | Subject of Engagement | Location of Engagement Evidence in Appendix B |
|---|---|---|---|---|
| 24/11/2022 | Lasham Gliding Society (FAL) | Email | Request to attend workshop | Page 101 |
| 24/11/2022 | Southdown Gliding Club (FAL) | Email | Request to attend workshop | Page 102 |
| 25/11/2022 | British Helicopter Association | Email | Request to attend workshop | Page 103 |
| 28/11/2022 | Southdown Gliding Club (FAL) | Email | Request to attend workshop | Page 104 |
| 28/11/2022 | Woking Borough Council | Email | Request to attend workshop | Pages 105-106 |
| 29/11/2022 | FACC Secretary | Email | Request to attend workshop | Page 107 |
| 30/11/2023 | FACC Chairman | Email | Request to attend workshop | Page 108 |
| 30/11/2022 | Skysurf (hanglider/paragliding club) (FAL) | Email | Request to attend workshop | Page 109 |
| 02/12/2022 | Farnborough College of Technology (FACC member) | Email | Request to attend workshop | Page 110 |
| 05/12/2022 | Bracknell Forest Council | Email | Request to attend workshop | Page 111 |
| 06/12/2022 | Grantex (Operator List) | Email | Request to attend workshop | Page 112 |
| 07/12/2022 | European Flight Services (Operator List) | Email | Request to attend workshop | Page 113 |
| 13/12/2022 | [redacted] (Member of Public) | Email | Requesting to attend workshop | Pages 114-119 |
| Phase 1 material distribution, request for feedback & reminder emails | | | | |
| 09/12/2022 | South Downs National Park | Email | Providing tranquillity mapping area map | Page 121 |
| 15/12/2022 | Airports | Email | Design Principles Engagement - Request For Feedback | Page 122 |
| 15/12/2022 | Operator List | Email | Design Principles Engagement - Request For Feedback | Page 123 |
| 15/12/2022 | Balloon Operators | Email | Design Principles Engagement - Request For Feedback | Page 124 |
| 15/12/2022 | Borough Councils & Unitary Authorities | Email | Design Principles Engagement - Request For Feedback | Page 125 |
| 15/12/2022 | County Councils | Email | Design Principles Engagement - Request For Feedback | Page 126 |

| Date | Stakeholder | Type of Engagement | Subject of Engagement | Location of Engagement Evidence in Appendix B |
|---|---|---|---|---|
| 15/12/2022 | Environmental Groups | Email | Design Principles Engagement - Request For Feedback | Page 127 |
| 15/12/2022 | FAL Stakeholders | Email | Design Principles Engagement - Request For Feedback | Pages 128-129 |
| 15/12/2022 | FACC Committee | Email | Design Principles Engagement - Request For Feedback | Page 130 |
| 15/12/2022 | FASI-S Airports | Email | Design Principles Engagement - Request For Feedback | Page 131 |
| 15/12/2022 | NATMAC | Email | Design Principles Engagement - Request For Feedback | Pages 132-133 |
| 15/12/2022 | Aviation | Email | Design Principles Engagement - Request For Feedback | Page 134 |
| 14/12/2022 | [redacted] (BC/UA-Mole Valley) | Email | Request for information | Page 135 |
| 15/12/2022 | [redacted] (BC/UA-Mole Valley) | Email | Design Principles Engagement - Request For Feedback | Page 136 |
| 19/12/2022 | Member of public | Email | Request to provide feedback | Page 137 |
| 13/01/2023 | FASI-S Airports | Email | Reminder: Design Principles Engagement - Request For Feedback | Page 138 |
| 13/01/2023 | Aviation | Email | Reminder: Design Principles Engagement - Request For Feedback | Page 139 |
| 13/01/2023 | Balloon Operators | Email | Reminder: Design Principles Engagement - Request For Feedback | Page 140 |
| 13/01/2023 | Borough Councils & Unitary Authorities | Email | Reminder: Design Principles Engagement - Request For Feedback | Page 141 |
| 13/01/2023 | County Councils | Email | Reminder: Design Principles Engagement - Request For Feedback | Page 142 |
| 13/01/2023 | Environmental Groups | Email | Reminder: Design Principles Engagement - Request For Feedback | Page 143 |
| 13/01/2023 | FAL Stakeholders | Email | Reminder: Design Principles Engagement - Request For Feedback | Pages 144-145 |
| 13/01/2023 | FACC Committee | Email | Reminder: Design Principles Engagement - Request For Feedback | Page 146 |

| Date | Stakeholder | Type of Engagement | Subject of Engagement | Location of Engagement Evidence in Appendix B |
|---|---|---|---|---|
| 13/01/2023 | NATMAC | Email | Reminder: Design Principles Engagement - Request For Feedback | Pages 147-148 |
| 13/01/2023 | Operator List | Email | Reminder: Design Principles Engagement - Request For Feedback | Page 149 |
| Reminder emails & invitations to Phase 2 workshops | | | | |
| 25/01/2023 | County Councils | Email | DP Feedback Reminder & Stage 2 Workshop Invitations | Page 151 |
| 25/01/2023 | Environmental Groups | Email | DP Feedback Reminder & Stage 2 Workshop Invitations | Page 152 |
| 25/01/2023 | FAL Stakeholders | Email | DP Feedback Reminder & Stage 2 Workshop Invitations | Pages 153-154 |
| 25/01/2023 | FACC Committee | Email | DP Feedback Reminder & Stage 2 Workshop Invitations | Page 155 |
| 25/01/2023 | NATMAC | Email | DP Feedback Reminder & Stage 2 Workshop Invitations | Pages 156-157 |
| 25/01/2023 | Operator List | Email | DP Feedback Reminder & Stage 2 Workshop Invitations | Page 158 |
| 25/01/2023 | Airports & FASI Airports | Email | DP Feedback Reminder & Stage 2 Workshop Invitations | Pages 159-160 |
| 25/01/2023 | Aviation | Email | DP Feedback Reminder & Stage 2 Workshop Invitations | Page 161 |
| 25/01/2023 | Balloon Operators | Email | DP Feedback Reminder & Stage 2 Workshop Invitations | Page 162 |
| 25/01/2023 | Borough Councils & Unitary Authorities | Email | DP Feedback Reminder & Stage 2 Workshop Invitations | Pages 163-164 |
| Phase 2 RSVPs & reminders | | | | |
| 25/01/2023 | Waverley County Council - [redacted] | Email | Request to attend workshop | Page 166 |
| 25/01/2023 | Church Crookham Parish Council (FACC) | Email | Request to attend workshop | Page 167 |
| 25/01/2023 | [redacted] (FACC) | Email | Request to attend workshop | Page 168 |
| 25/01/2023 | NATS (NATMAC) | Email | Request to attend workshop | Page 169 |

| Date | Stakeholder | Type of Engagement | Subject of Engagement | Location of Engagement Evidence in Appendix B |
|---|---|---|---|---|
| 25/01/2023 | FACC Chairman | Email | Request to attend workshop | Page 170 |
| 26/01/2023 | Heathrow (Airports) | Email | Request to attend workshop | Page 171 |
| 26/01/2023 | Dubai Airwing (Aviation) | Email | Request to attend workshop | Page 172 |
| 26/01/2023 | British Parachute Association (NATMAC) | Email | Request to attend workshop | Page 173 |
| 26/01/2023 | Skysurf ([redacted] (FAL) | Email | Request to attend workshop | Page 174 |
| 27/01/2023 | Blackwater Valley Friends of Earth(FACC) | Email | Request to attend workshop | Page 175 |
| 27/01/2023 | Chichester District Council | Email | Request to attend workshop | Page 176 |
| 28/01/2023 | Hampshire Microlight Flying Club/BMAA | Email | Request to attend workshop | Page 177 |
| 30/01/2023 | Southdown Gliding Club (FAL) | Email | Request to attend workshop | Page 178 |
| 01/02/2023 | London Luton Airport | Email | Request to attend workshop | Page 179 |
| 02/02/2023 | British Helicopter Association | Email | Confirmation of place at workshop | Pages 180-181 |
| 03/02/2023 | Blackbushe Airport | Email | Request to attend workshop | Page 182 |
| 07/02/2023 | Mole Valley District Council | Email | Request for information via email | Page 183 |
| 09/02/2023 | Natural England | Email | Request for information via email | Pages 184-185 |
| 10/02/2023 | The National Trust | Email | Request to attend workshop | Page 186 |
| 17/02/2023 | Operator List | Email | Workshop Invitation Reminder | Page 187 |
| 17/02/2023 | NATMAC | Email | Workshop Invitation Reminder | Pages 188-189 |
| 17/02/2023 | FACC Committee | Email | Workshop Invitation Reminder | Page 190 |
| 17/02/2023 | FAL Stakeholders | Email | Workshop Invitation Reminder | Pages 191-192 |
| 17/02/2023 | Environmental Groups | Email | Workshop Invitation Reminder | Page 193 |
| 17/02/2023 | Borough Councils & Unitary Authorities | Email | Workshop Invitation Reminder | Pages 194-195 |

| Date | Stakeholder | Type of Engagement | Subject of Engagement | Location of Engagement Evidence in Appendix B |
|---|---|---|---|---|
| 17/02/2023 | County Councils | Email | Workshop Invitation Reminder | Page 196 |
| 17/02/2023 | Balloon Operators | Email | Workshop Invitation Reminder | Page 197 |
| 17/02/2023 | Aviation | Email | Workshop Invitation Reminder | Page 198 |
| 17/02/2023 | Airports & FASI-S Airports | Email | Workshop Invitation Reminder | Pages 199-200 |
| 17/02/2023 | Waverley Borough Council | Email | Request to attend workshop | Page 201 |
| 20/02/2023 | Crondall Parish Council | Email | Request to attend workshop | Page 202 |
| 20/02/2023 | Blackwater Valley Friends of Earth (FACC) | Email | Request to attend workshop | Page 203 |
| 21/02/2023 | Gatwick Airport | Email | Request to attend workshop | Page 204 |
| 23/02/2023 | Lasham Gliding Society (FAL) | Email | Request to attend workshop | Page 205 |
| 28/02/2023 | Guildford Borough Council | Email | Request to attend workshop | Page 206 |
| 28/02/2023 | RAF Odiham | Email | Request to attend workshop | Page 207 |
| 01/03/2023 | Cranborne Chase and West Wiltshire Downs AONB - EnvGroup | Email | Unable to attend workshop | Page 208 |
| 01/03/2023 | Lasham Gliding Society (FAL) | Email | Request to attend workshop | Pages 209-210 |
| 02/03/2023 | Church Crookham Parish Council (FACC) | Email | Request to attend workshop | Page 211 |
| 02/03/2023 | Woking Borough Council | Email | Request information via email | Page 212 |
| Request for Phase 2 feedback & reminder emails | | | | |
| 07/03/2023 | Airports & FASI Airports | Email | Final Design Principles Feedback | Page 214 |
| 07/03/2023 | Operator List | Email | Final Design Principles Feedback | Page 215 |
| 07/03/2023 | Balloon Operators | Email | Final Design Principles Feedback | Page 216 |
| 07/03/2023 | Borough Councils & Unitary Authorities | Email | Final Design Principles Feedback | Page 217 |
| 07/03/2023 | County Councils | Email | Final Design Principles Feedback | Page 218 |

| Date | Stakeholder | Type of Engagement | Subject of Engagement | Location of Engagement Evidence in Appendix B |
|---|---|---|---|---|
| 07/03/2023 | Environmental Groups | Email | Final Design Principles Feedback | Page 219 |
| 07/03/2023 | FAL Stakeholders | Email | Final Design Principles Feedback | Pages 220-221 |
| 07/03/2023 | FACC Committee | Email | Final Design Principles Feedback | Page 222 |
| 07/03/2023 | NATMAC | Email | Final Design Principles Feedback | Pages 223-224 |
| 07/03/2023 | Aviation | Email | Final Design Principles Feedback | Page 225 |
| 29/03/2023 | Airports & FASI-S Airports | Email | Reminder: Final Design Principles Feedback | Page 226 |
| 29/03/2023 | Operator List | Email | Reminder: Final Design Principles Feedback | Page 227 |
| 29/03/2023 | Balloon Operators | Email | Reminder: Final Design Principles Feedback | Page 228 |
| 29/03/2023 | Borough Councils & Unitary Authorities | Email | Reminder: Final Design Principles Feedback | Page 229 |
| 29/03/2023 | County Councils | Email | Reminder: Final Design Principles Feedback | Page 230 |
| 29/03/2023 | Environmental Groups | Email | Reminder: Final Design Principles Feedback | Page 231 |
| 29/03/2023 | FAL Stakeholders | Email | Reminder: Final Design Principles Feedback | Pages 232-233 |
| 29/03/2023 | FACC Committee | Email | Reminder: Final Design Principles Feedback | Page 234 |
| 29/03/2023 | NATMAC | Email | Reminder: Final Design Principles Feedback | Pages 235-236 |
| 29/03/2023 | Aviation | Email | Reminder: Final Design Principles Feedback | Page 237 |

# Initial Inform/Engagement Emails

# Pages 13-62

# Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 08:38

Bcc: [redacted]

Dear Member of Parliament,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details on this proposal, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's 7-stage airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

During Stages 1 and 2 CAP1616 states that engagement should take place with local stakeholders, which will normally include local authorities elected representatives, local community groups, the airport consultative committee and representatives of local General Aviation organisations or clubs. A full public consultation on the airspace change will come later in the process, during Stage 3.

Farnborough are currently in Stage 1 and at this stage we are required to engage with stakeholders to develop and seek feedback on a proposed list of "design principles" – a list of high-level criteria that the proposed airspace design should meet.

Farnborough Airport will begin engagement on design principles in December 2022 with stakeholders including, local authorities, local communities, aviation organisations in the area, as well as local airfields, airports, and other airspace users.

If you would like more information on this airspace change proposal please get in touch.

Kind Regards,

[redacted]

Aerodrome Service Co-Ordinator

# Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 10:28

Bcc: [redacted]

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to develop and seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet.

We will begin our engagement workshops with local authorities, community stakeholders and some industry organisations in December 2022 to create an initial list of design principles. Following these workshops, we will then seek your feedback on this initial list **via email**.

Once we have received feedback, we will create a final list of design principles with our stakeholders in a second phase of workshops. This second phase is planned for February 2023.

We will be distributing our engagement material and the initial list of design principles mid December 2022 for your feedback by 27th January 2023.

If you have any questions, please get in touch.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 10:26

Bcc: [redacted]

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

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To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to develop and seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet.

We will begin our engagement workshops with local authorities, community stakeholders and some industry organisations in December 2022 to create an initial list of design principles. Following these workshops, we will then seek your feedback on this initial list **via email**. If you would be interested in attending one of our online or face to face workshops then please get in touch and we can arrange an invitation.

Once we have received feedback, we will create a final list of design principles with our stakeholders in a second phase of workshops. This second phase is planned for February 2023.

We will be distributing our engagement material and the initial list of design principles mid December 2022 for your feedback by 27th January 2023.

If you have any questions, please get in touch.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 10:11

Bcc: [redacted]

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

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At this stage in the process, we are required to engage with stakeholders to develop and seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet.

We will begin our engagement workshops with local authorities, community stakeholders and some industry organisations in December 2022 to create an initial list of design principles. Following these workshops, we will then seek your feedback on this initial list **via email**. If you would be interested in attending one of our online or face to face workshops then please get in touch and we can arrange an invitation.

Once we have received feedback, we will create a final list of design principles with our stakeholders in a second phase of workshops. This second phase is planned for February 2023.

We will be distributing our engagement material and the initial list of design principles mid December 2022 for your feedback by 27th January 2023.

If you have any questions, please get in touch.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 10:08

Bcc: [redacted]

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to develop and seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet.

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Once we have received feedback, we will create a final list of design principles with our stakeholders in a second phase of workshops. This second phase is planned for February 2023.

We will be distributing our engagement material and the initial list of design principles mid December 2022 for your feedback by 27th January 2023.

If you have any questions, please get in touch.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport [redacted]
www.farnboroughairport.com

## Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 10:20

Bcc: [redacted]

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FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 10:15

Bcc: [redacted]

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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 09:53

Bcc: [redacted]

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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 10:06

Bcc: [redacted]

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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 10:24

Bcc: [redacted]

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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 08/11/2022 10:04

Bcc: [redacted]

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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

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[redacted]

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Wed 09/11/2022 16:06

To: [redacted]

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# Farnborough Airport - Airspace Change - Informing of Engagement

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Wed 09/11/2022 10:45

Bcc: [redacted]

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# Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 09/11/2022 08:25

To: [redacted]

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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

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Wed 09/11/2022 10:48

To: [redacted]

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www.farnboroughairport.com

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# Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 10/11/2022 09:32

To: [redacted]

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to develop and seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet.

We will begin our engagement workshops with local authorities, community stakeholders and some industry organisations in December 2022 to create an initial list of design principles. Following these workshops, we will then seek your feedback on this initial list **via email**. If you would be interested in attending one of our online or face to face workshops then please get in touch and we can arrange an invitation.

Once we have received feedback, we will create a final list of design principles with our stakeholders in a second phase of workshops. This second phase is planned for February 2023.

We will be distributing our engagement material and the initial list of design principles mid December 2022 for your feedback by 27th January 2023.

If you have any questions, please get in touch.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 09/11/2022 16:21

To: [redacted]

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3. Workshop 3: Monday 12 December 2022 at the **Aviator Hotel** (1030-1400)
4. Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 10/11/2022 09:16

To: [redacted]

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 11/11/2022 08:43

Bcc: [redacted]

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 11/11/2022 11:10

To: [redacted]

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 16/11/2022 13:43

Bcc: [redacted]

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Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
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# Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 17/11/2022 09:22

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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 17/11/2022 08:52

To: [redacted]

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Kind Regards,

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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 17/11/2022 12:23

Bcc: [redacted]

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[redacted]
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# Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Mon 21/11/2022 09:41

To: [redacted]

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# Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 23/11/2022 10:08

Bcc: [redacted]

Dear Stakeholder,

Following on from the email sent a couple of weeks ago, there is less than two weeks to go before the engagement workshops begin and limited time left to reserve a place.

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Aerodrome Service Co-Ordinator

# Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

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[redacted]

# Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 23/11/2022 13:58

To: [redacted]

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[redacted]
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Farnborough Airport | [redacted]
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# Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 23/11/2022 10:03

Bcc: [redacted]

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More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

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Once we have received feedback, we will create a final list of design principles with our stakeholders in a second phase of workshops. This second phase is planned for February 2023.

We will be distributing our engagement material and the initial list of design principles mid December 2022 for your feedback by 27th January 2023.

If you have any questions, please get in touch.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

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This communication and the information it contains, is intended only for the person(s) and/or organisation(s) to whom it is addressed and may contain information that is confidential, legally privileged and protected by law. If the reader of this message is not the intended recipient or an authorised representative, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please notify our DPO immediately by forwarding the email to dpo@farnboroughairport.com and delete the message and attachments from your system.

# Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 23/11/2022 09:56

Bcc: [redacted]

Dear Stakeholder,

Following on from the email sent a couple of weeks ago, there is less than two weeks to go before the engagement workshops begin and limited time left to reserve a place.

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

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# Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 23/11/2022 09:44

Bcc: [redacted]

Dear Stakeholder,

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Once we have received feedback, we will create a final list of design principles with our stakeholders in a second phase of workshops. This second phase is planned for February 2023.

## (No subject)

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 23/11/2022 09:20

Bcc: [redacted]

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4. Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 23/11/2022 09:24

Bcc: [redacted]

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

# Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 23/11/2022 09:03

Bcc: [redacted]

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 23/11/2022 09:27

Bcc: [redacted]

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

# Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Wed 23/11/2022 09:32

Bcc: [redacted]

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# EXT: Re: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Wed 23/11/2022 10:35

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

The issue of airspace I think can be over complex. Whilst VFR needs as much Golf airspace as possible to operate in equally controlled airspace should be the minimum required to provide safety and efficient use of type airspace.
The bit that is always missing in ACPs is how the ANSP will provide a service to GA that needs to transit controlled airspace.. Maybe this could be addressed in your proposal..

Regards

[redacted]

CEO AOPA UK

CONFIDENTIALITY NOTICE
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Please note that neither the Aircraft Owners and Pilots Association (AOPA) nor the sender accepts any responsibility for viruses and it is your responsibility to scan attachments (if any).

FASI-S Farnborough Airport wrote:

> Dear Stakeholder,
>
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# Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 24/11/2022 14:50

To: [redacted]

Dear Stakeholder,

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Once we have received feedback, we will create a final list of design principles with our stakeholders in a second phase of workshops. This second phase is planned for February 2023.

We will be distributing our engagement material and the initial list of design principles mid December 2022 for your feedback by 27th January 2023.

If you have any questions, please get in touch.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# RE: EXT: RE: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Thu 24/11/2022 09:13
To: [redacted]

Good morning [redacted]

Thank you for your email response.

We will contact stakeholders for feedback on the proposed design principles via email once all of the engagement workshops have been completed. However, if you wished to attend then there are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis:

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4. Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)

Please do let me know if you wished to attend one of the engagement workshops and I will reserve a place for you.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

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---

**From:** [redacted]
**Sent:** 23 November 2022 16:58
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: RE: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

I can't remember if I've replied already, but I'm happy just to provide feedback based on the engagement material if that's an option? Otherwise I'll join an online engagement session (depending on date) and then provide MOD feedback by email afterwards.

Kind regards,

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 23 November 2022 09:57
**Subject:** Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

Dear Stakeholder,

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If you have any questions, please get in touch.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Phase 1 - Workshop RSVPs

# Pages 64-119

# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 08/11/2022 11:45

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your email. I would be interested in attending the Farnborough Airport – Airspace Change engagement workshop on Friday 9 December via Teams. I look forward to receiving more details nearer the time.

Regards

[redacted]
Policy & Conservation Manager
[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 10:25
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

Dear Stakeholder,

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# EXT: Re: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 08/11/2022 21:35

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted] as a Waverley Borough Councillor living to the South of the airport, and as a member of the Farnborough Airport Consultative Committee, I would like to attend the workshop planned for 12 December at the Aviator Hotel.

Many thanks.

[redacted]
Waverley Borough Councillor
Frensham, Dockenfield and Tilford Ward
[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** Tuesday, November 8, 2022 10:04:14 AM
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

**[** This email originates from an external source **]**

---

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Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.

Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.

Phase 2 will be a second workshop (planned for February 2023) where we will present the feedback received and discuss with you a final list of design principles.

There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis. Please let us know which workshop you would like to attend.

# EXT: RE: EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]
Tue 08/11/2022 12:07

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks [redacted] Very helpful.

Kind regards

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 11:52
**To:** [redacted]
**Cc:** [redacted]
**Subject:** RE: EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Thank you for your quick response.

I can confirm that I have reserved a place for you on Monday 12th December at 10:30am at the Aviator.

Please note, if you wished to bring anyone with you then please do make us aware as seats are limited.

Also, with regards to the Statement of Need – if you click the link and scroll down on the portal to 'Documents for this proposal' you will find this in here. I have also attached to this email as well for you.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# EXT: Re: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 08/11/2022 12:37

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Please can you add my name for Monday 12th December.

Many thanks,

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

**Sent:** 08 November 2022 10:04

**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.

Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.

Phase 2 will be a second workshop (planned for February 2023) where we will present the feedback received and discuss with you a final list of design principles.

There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis. Please let us know which workshop you would like to attend.

1. Workshop 1: Thursday 8 December 2022 at **Rushmoor Borough Council** (1030-1400)
2. Workshop 2: Friday 9 December 2022 **ONLINE via Teams** (1300-1500)
3. Workshop 3: Monday 12 December 2022 at the **Aviator Hotel** (1030-1400)
4. Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)

Kind Regards,

[redacted]

Aerodrome Service Co-Ordinator

# EXT: Re: EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 08/11/2022 12:39

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Cc: h[redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Having learned of this from CPRE and [redacted] of the FACC, please kindly consider holding a place for me for at the Aviator; preferably on 12th December at 10.30.

You may know I regularly represent CPRE Hampshire at FACC Meetings such as that held at Council Offices last Thursday.

[redacted]

On 08/11/2022 11:51, FASI-S Farnborough Airport wrote:

> [redacted]
>
> Thank you for your quick response.
>
> I can confirm that I have reserved a place for you on Monday 12th December at 10:30am at the Aviator.
>
> Please note, if you wished to bring anyone with you then please do make us aware as seats are limited.
>
> Also, with regards to the Statement of Need – if you click the link and scroll down on the portal to 'Documents for this proposal' you will find this in here. I have also attached to this email as well for you.
>
> Kind Regards,
>
> [redacted]
> Aerodrome Service Co-Ordinator
> Farnborough Airport | [redacted]
> www.farnboroughairport.com

# EXT: Re: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 08/11/2022 10:15

To: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Thank you for this invitation. The event time that is best for me is workshop 1 on Thursday 8th December at RBC offices.

Regards,

[redacted]

Coordinator BVFoE

> ------ Original Message ------
> From: "[redacted]
> To:
> Sent: Tuesday, 8 Nov, 22 At 10:02 AM
> Subject: Farnborough Airport - Airspace Change - Engagement Workshop Invitations
>
> Dear Stakeholder,
> Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.
> More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.
> To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.
> At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.
> Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.
> Phase 2 will be a second workshop (planned for February 2023) where we will present the feedback received and discuss with you a final list of design principles.
> There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis. Please let us know which workshop you would like to attend.
> 1. Workshop 1: Thursday 8 December 2022 at **Rushmoor Borough Council** (1030-1400)
> 2. Workshop 2: Friday 9 December 2022 **ONLINE via Teams** (1300-1500)

# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 08/11/2022 10:55

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please can I book a place on Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)?

Best wishes

[redacted]

Spatial Planning and Policy Manager
Environment, Transport & Infrastructure Directorate
Surrey County Council
Quadrant Court
35 Guildford Road
Woking
GU22 7QQ

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 10:07
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

**Caution:** This email originated from outside Surrey County Council.
Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.

Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders)

# EXT: RE: [EXTERNAL] Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 08/11/2022 16:48

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Please could you put me down for Workshop 4 (Tuesday 13 December online commencing at 17:30).

Kind regards

[redacted]
**Senior Planning Policy Officer**
**Mole Valley District Council**
**www.molevalley.gov.uk**
[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 09:53
**Subject:** [EXTERNAL] Farnborough Airport - Airspace Change - Engagement Workshop Invitations

Warning: email from outside of MVDC - if in any doubt do not open links or attachments, or carry out requested actions

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Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages,

# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 08/11/2022 14:00

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

I do not think that we have any comments to make on this proposal, so will not be joining one of the forthcoming meetings.

Regards,

[redacted]
**Team Leader – Development Advice (Berkshire, Buckinghamshire, Hampshire, Isle of Wight, Oxfordshire & Surrey)**
**Historic England**
**London and South East Region**

[redacted]

Historic England

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---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 10:25
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

THIS IS AN EXTERNAL EMAIL: do not click any links or open any attachments unless you trust the sender and were expecting the content to be sent to you

Dear Stakeholder,

# EXT: Re: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Wed 09/11/2022 09:10

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Workshop 3: Monday 12 December 2022 at the **Aviator Hotel** (1030-1400)

Would this date be ok to attend?

Regards [redacted]

Ewshot PC

On Tue, Nov 8, 2022 at 10:04 AM FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

> Dear Stakeholder,
>
> Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.
>
> More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.
>
> To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.
>
> At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.
>
> Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.

# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Wed 09/11/2022 09:08

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Many thanks for your email and consultation dates to discuss the airspace change.

Can I reserve one place for the On-line Teams event on Tuesday 13th December.

Kind regards,

[redacted]

[redacted]

Planning Adviser

[redacted]

t National Trust

[redacted]
4 Warren Farm Barns
Andover Road
Micheldever Station
Winchester
SO21 3FL.

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 10:25
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

Caution, this email originates outside of National Trust.

---

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

# EXT: Re: EXT: Re: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]
Wed 09/11/2022 10:36

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Many thanks for letting me know. I will not be able to get there until after 12 noon, so I hope that is OK. At the moment I will just be coming on my own, but I will remind my husband who represents Hart District Council on the FACC, but he will probably not get the time off during a working day.

With best wishes,
[redacted]

On 09/11/2022 09:56, FASI-S Farnborough Airport wrote:

> Good morning [redacted]
>
> Thank you for your email response.
>
> I can confirm that I have reserved a place for you at our engagement workshop being held at RBC offices on Thursday 8th December at 10:30am-14:00pm.
>
> If you did wish to bring anyone with you, please do make us aware as seats are limited and we may not be able to accommodate this request.
>
> Should you have any questions, then please do not hesitate to say.
>
> Kind Regards,
>
> [redacted]
> Aerodrome Service Co-Ordinator
> Farnborough Airport | [redacted]
> www.farnboroughairport.com
>
> FARNBOROUGH AIRPORT
>
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>
> This communication and the information it contains, is intended only for the person(s) and/or organisation(s) to whom it is addressed and may contain information that is confidential, legally privileged and protected by law.
> If the reader of this message is not the intended recipient or an authorised representative, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have

# EXT: Re: EXT: Re: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]
Wed 09/11/2022 10:08

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]
Please reserve a space on the 13th December session please.
Yours sincerely
[redacted]

On 9 Nov 2022, at 14:00, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

*CAUTION: This email is originated from an External Address. Do not visit the links or open attachments unless you recognize the Sender.*

[redacted]

Thank you for your email response.

[redacted] There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis. Please let us know which workshop you would like to attend.

1. Workshop 1: Thursday 8 December 2022 at **Rushmoor Borough Council** (1030-1400)
2. Workshop 2: Friday 9 December 2022 **ONLINE via Teams** (1300-1500)
3. Workshop 3: Monday 12 December 2022 at the **Aviator Hotel** (1030-1400)
4. Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)

Please do let me know which engagement workshop you wished to attend so that I can reserve a place for you.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# EXT: RE: EXT: RE: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Wed 09/11/2022 14:13

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Can you book me on to the 9th Dec online please.

Best regards

[redacted]

[redacted]
**Airport Manager**
Solent Airport | Daedalus drive
Lee-on-the-Solent | Hants | PO13 9FZ
[redacted]
airportmanager@solentairport.co.uk

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---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 09 November 2022 10:10
**To:** [redacted]
**Subject:** RE: EXT: RE: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Thank you for your email response.

# EXT: RE: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Thu 10/11/2022 14:45

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Thank you for getting in touch. RAF Northolt will not take part in your Design Principle workshop however, we do look forward to providing feedback when required.

I look forward to working with you as we all progress through this process.
Kind Regards

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 09 November 2022 10:45
**Subject:** Farnborough Airport - Airspace Change - Informing of Engagement

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to develop and seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet.

We will begin our engagement workshops with local authorities, community stakeholders and some industry organisations in December 2022 to create an initial list of design principles. Following these workshops, we will then seek your feedback on this initial list **via email**. If you would be interested in attending one of our online or face to face workshops then please get in touch and we can arrange an invitation.

Once we have received feedback, we will create a final list of design principles with our stakeholders in a second phase of workshops. This second phase is planned for February 2023.

# RE: EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Fri 11/11/2022 11:07
To: [redacted]

Thank you for your email response and letting me know .

Once the engagement workshops have taken place, I will then be back in contact with all stakeholders with the design principles and will await your comments and feedback on these.

Should you have any questions then please do not hesitate to say.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

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---

**From:** [redacted]
**Sent:** 08 November 2022 10:49
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Cc:** [redacted]
**Subject:** EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello [redacted]

Thank you for letting Cranborne Chase Area of Outstanding Natural Beauty Partnership know that Farnborough is embarking on an airspace change.

Tranquillity is a key attribute of this AONB so I am grateful that you are including CCAONB in your consultations.

From a very quick look at your documents it appears that links from Farnborough to Southampton and Bournemouth are the only ones that could potentially impact on this AONB. I sense, therefore, that colleagues at other AONBs, such as Surrey Hills, that are closer to Farnborough are more likely to have greater concerns and more to contribute to your airspace change process.

With very limited resources here, I am declining your invitation to the workshops.

I would, however, be happy to comment on the 'design principles' when they are available.

Regards [redacted]

[redacted]
Chartered Landscape Architect
Principal Landscape & Planning Officer (part-time, Mon-Wed)
Cranborne Chase Area of Outstanding Natural Beauty
Cranborne Chase AONB Office, Rushmore Farm, Tinkley Bottom, Tollard Royal, Wiltshire, SP5 5QA
[redacted]
Hosted by Wiltshire Council
**Click to get our web site and AONB Management Plan**
**14th International Dark Sky Reserve in the World**; Dark Night Skies

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 10:25
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

You don't often get email from fasi-s@farnboroughairport.com. Learn why this is important

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.

Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.

Phase 2 will be a second workshop (planned for February 2023) where we will present the feedback received and discuss with you a final list of design principles.

There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis. Please let us know which workshop you would like to attend.

1. Workshop 1: Thursday 8 December 2022 at **Rushmoor Borough Council** (1030-1400)
2. Workshop 2: Friday 9 December 2022 **ONLINE via Teams** (1300-1500)

# EXT: Re: EXT: Re: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Fri 11/11/2022 22:25

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Thanks for the dates. Can I register for workshop 3 on 12 December please.

Many thanks
[redacted]

> On 9 Nov 2022, at 10:03, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
>
> [redacted]
>
> Thank you for your email response and no worries at all – I have updated our stakeholder details.
>
> There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis. Please let us know which workshop you would like to attend.
>
> 1. Workshop 1: Thursday 8 December 2022 at **Rushmoor Borough Council** (1030-1400)
> 2. Workshop 2: Friday 9 December 2022 **ONLINE via Teams** (1300-1500)
> 3. Workshop 3: Monday 12 December 2022 at the **Aviator Hotel** (1030-1400)
> 4. Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)
>
> Please do let me know which engagement workshop you wished to attend so that I can reserve a place for you.
>
> Kind Regards,
>
> [redacted]
> Aerodrome Service Co-Ordinator
> Farnborough Airport | [redacted]
> www.farnboroughairport.com
>
> FARNBOROUGH AIRPORT
>
> Our privacy notice can be accessed at www.farnboroughairport.com/privacy-notice

This communication and the information it contains, is intended only for the person(s) and/or organisation(s) to whom it is addressed and may contain information that is confidential, legally privileged and protected by law.
If the reader of this message is not the intended recipient or an authorised representative, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please notify our DPO immediately by forwarding the email to dpo@farnboroughairport.com and delete the message and attachments from your system.

---

**From:** [redacted]
**Sent:** 08 November 2022 16:13
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: Re: Farnborough Airport - Airspace Change - Informing of Engagement

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

My apologies, I didn't reply to you when you queried whether I was replacing [redacted] and [redacted] for this process. I'd say that it would be worth keeping [redacted] on your list for his information, however I'll replace [redacted] for the Hampshire Microlight Flying Club (and represent [redacted] for the BMAA at the same time).

Hope this makes sense, and yes, I'd like to be involved in the workshop stage.

Kind regards
[redacted]

> On 8 Nov 2022, at 10:20, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
>
> Dear Stakeholder,
>
> Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.
>
> More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.
>
> To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.
>
> At this stage in the process, we are required to engage with stakeholders to develop and seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet.
>
> We will begin our engagement workshops with local authorities, community stakeholders and some industry organisations in December 2022 to create an initial

# EXT: Re: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Sat 12/11/2022 22:38

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Thank you for the update and invitation, could you put me down for a place on Workshop 3: Monday 12 December 2022 Aviator Hotel.

Regards

[redacted]

> On Tuesday, 8 November 2022, 10:25:04 GMT, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
>
> Dear Stakeholder,
>
> Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.
>
> More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portalhere.
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> To make this change, Farnborough are going through the CAA's airspace change process, known asCAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.
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> At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.
>
> Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.
>
> Phase 2 will be a second workshop (planned for February 2023) where we will present the feedback received and discuss with you a final list of design principles.
>
> There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis. Please let us know which workshop you would like to attend.
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> 1. Workshop 1: Thursday 8 December 2022 at **Rushmoor Borough Council** (1030-1400)
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> 4. Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)

# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Mon 14/11/2022 11:40

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

Could you please book me in to the first session on 8th December.

Regards,

[redacted]
Farnborough Noise Group

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 10:25
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.

Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.

Phase 2 will be a second workshop (planned for February 2023) where we will present the feedback received and discuss with you a final list of design principles.

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# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 15/11/2022 08:51

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

I would like to attend Workshop 2 on Friday 9 December 2022 **ONLINE via Teams** (1300-1500)

Thanks

[redacted]
Service Manager - Environmental Health, Trading Standards and Community Safety
**Southampton City Council**
[redacted]

his email is confidential but may have to be disclosed under the Freedom of Information Act 2000, the Data Protection Act 1998 or the Environmental Information Regulations 2004. If you are not the person or organisation it was meant for, apologies, please ignore it, delete it and notify us. SCC does not make legally binding agreements or accept formal notices / proceedings by email. Email may be monitored.

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 09:53
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

You don't often get email from fasi-s@farnboroughairport.com. Learn why this is important

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.

Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders)

# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]
Wed 16/11/2022 12:12

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello [redacted]
Thanks for your email.

I would like to attend workshop 2 if that is ok?

Regards,
[redacted]

[redacted]
Head of Environment and Community Services
Basingstoke and Deane Borough Council
[redacted]
www.basingstoke.gov.uk
@BasingstokeGov @BasingstokeGov

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 09:53
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

**** PLEASE NOTE: This message has originated from a source external to Basingstoke & Deane Borough Council, and has been scanned for viruses. Basingstoke and Deane Borough Council reserves the right to store and monitor e-mails ****

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

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# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]
Thu 17/11/2022 11:22
To: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]
I would like to attend Workshop 4.
Kind regards

[redacted]
Guildford Borough Council

---

**From:** [redacted]
**Sent:** 08 November 2022 10:03
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

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3. Workshop 3: Monday 12 December 2022 at the **Aviator Hotel** (1030-1400)
4. Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)

Kind Regards,

# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Thu 17/11/2022 15:04

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Thank you for your email. If still available please can I be registered for the Virtual event on Friday 9 December?

Kind regards

[redacted]
Planning and Development Manager
Basingstoke and Deane Borough Council
Tel: [redacted]
[redacted]
www.basingstoke.gov.uk
@BasingstokeGov @BasingstokeGov

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 09:53
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

**** PLEASE NOTE: This message has originated from a source external to Basingstoke & Deane Borough Council, and has been scanned for viruses. Basingstoke and Deane Borough Council reserves the right to store and monitor e-mails ****

Dear Stakeholder,

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At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.

## EXT: Mid Sussex District Council Contact

[redacted]

Thu 17/11/2022 14:11

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Thank you for the notification of the workshops.

On this occasion Mid Sussex will not be attending.

Please can you amend the contact detail from [redacted] and change it to me [redacted]

Many thanks,

[redacted]
Planning Policy
Economic Promotion and Planning
[redacted]
www.midsussex.gov.uk

Working Together for a better Mid Sussex

The information contained in this email may be subject to public disclosure under the Freedom of Information Act 2000. Unless the information contained in this email is legally exempt from disclosure, we cannot guarantee that we will not provide the whole or part of this email to a third party making a request for information about the subject matter of this email. This email and any attachments may contain confidential information and is intended only to be seen and used by the named addressees. If you are not the named addressee, any use, disclosure, copying, alteration or forwarding of this email and its attachments is unauthorised. If you have received this email in error please notify the sender immediately by email or by calling [redacted] and remove this email and its attachments from your system. The views expressed within this email and any attachments are not necessarily the views or policies of Mid Sussex District Council. We have taken precautions to minimise the risk of transmitting software viruses, but we advise you to carry out your own virus checks before accessing this email and any attachments. Except where required by law, we shall not be responsible for any damage, loss or liability of any kind suffered in connection with this email and any attachments, or which may result from reliance on the contents of this email and any attachments.

# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 22/11/2022 18:47

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please could I attend Workshop 2 on 9th Dec.
Many thanks

[redacted]

**Odiham Ward**
**Hart District Council**

**Hart District Council has updated its privacy policy, find out more about how we take care of your information.**

*This email and any attachments to it (the "Email") is intended for a specific recipient(s) and its contents may be confidential, privileged and/or otherwise protected by law. If you are not the intended recipient or have received this Email in error, please notify the sender immediately by telephone or email, and delete it from your records. You must not disclose, distribute, copy or otherwise use this Email. Please note that email is not a secure form of communication and that we are not responsible for loss arising from viruses contained in this Email nor any loss arising from its receipt or use. Any opinion expressed in this Email is not necessarily that of the Council and may be personal to the sender.*

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 16 November 2022 13:43
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

CAUTION: This email originated from outside of Hart District Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

'

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.

# EXT: Re: Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]
Wed 23/11/2022 10:53

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Thank you for your email below.

I would like to attend the Teams meeting on 9 December please.

Many thanks.

[redacted]
Surrey Hills AONB Planning Adviser
[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 23 November 2022 09:32
**Subject:** Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

**Caution:** This email originated from outside Surrey County Council.
Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Stakeholder,

Following on from the email sent a couple of weeks ago, there is two weeks to go before the engagement workshops begin and limited time left to reserve a place.

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

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# EXT: Re: Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Wed 23/11/2022 09:09

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello [redacted]

I would like to attend the Friday 9 December session.

Thank you

[redacted]

[redacted]
**Leader of Woking Council**
**Councillor for Goldsworth Park**

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** Wednesday, November 23, 2022 9:03:24 AM
**Subject:** Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

Dear Stakeholder,

Following on from the email sent a couple of weeks ago, there is two weeks to go before the engagement workshops begin and limited time left to reserve a place.

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

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Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.

Phase 2 will be a second workshop (planned for February 2023) where we will present the feedback received and discuss with you a final list of design principles.

# EXT: RE: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]
Wed 23/11/2022 11:59

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

The operations team at Lasham Gliding Society would certainly be interested in attending an initial engagement workshop with Farnborough. Either via a face to face or online would work for us.

I have distributed your email to both the Chairman of Lasham Gliding Society and also my Deputy CFI, so I am sure that they will both be in contact.

Best Regards.

[redacted]
Chief Flying Instructor.
Lasham Gliding Society.
www.lashamgliding.com

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 23 November 2022 10:03
**Subject:** Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

NOTE: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stakeholder,

Following on from the email sent a couple of weeks ago, there is less than two weeks to go before the engagement workshops begin and limited time left to reserve a place.

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

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At this stage in the process, we are required to engage with stakeholders to develop and seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet.

We will begin our engagement workshops with local authorities, community stakeholders and some industry organisations in December 2022 to create an initial list of design principles. Following these workshops, we

# EXT: Re: Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Wed 23/11/2022 09:42

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

I can make the 3rd session at the Aviator please let me know
Regards

[redacted]

On Wed, 23 Nov 2022 at 09:03, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

> Dear Stakeholder,
>
> Following on from the email sent a couple of weeks ago, there is two weeks to go before the engagement workshops begin and limited time left to reserve a place.
>
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> Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.

# EXT: Re: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Wed 23/11/2022 11:47

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

I am only actually able to attend the session on Tuesday 13 December, so I hope there is still availability for that one? I'm guessing as it's online I should be OK?!

Many thanks

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 10:04
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

Dear Stakeholder,

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Phase 2 will be a second workshop (planned for February 2023) where we will present the feedback received and discuss with you a final list of design principles.

There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis. Please let us know which workshop you would like to attend.

1. Workshop 1: Thursday 8 December 2022 at **Rushmoor Borough Council** (1030-1400)
2. Workshop 2: Friday 9 December 2022 **ONLINE via Teams** (1300-1500)
3. Workshop 3: Monday 12 December 2022 at the **Aviator Hotel** (1030-1400)
4. Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)

# EXT: Re: EXT: Re: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Wed 23/11/2022 12:19

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning [redacted]

I think that the 3rd workshop would be ok if that works for you.

Kind regards

[redacted]

Sent from Outlook for iOS

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** Wednesday, November 23, 2022 11:46:36 AM
**To:** [redacted]
**Subject:** RE: EXT: Re: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Thank you for your email response and comments.

If you wished to attend and comment then there are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis:

1. Workshop 1: Thursday 8 December 2022 at Rushmoor Borough Council (1030-1400)
2. Workshop 2: Friday 9 December 2022 ONLINE via Teams (1300-1500)
3. Workshop 3: Monday 12 December 2022 at the Aviator Hotel (1030-1400)
4. Workshop 4: Tuesday 13 December 2022 ONLINE via Teams (1730-1930)

Please do let me know if you are interested.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

Our privacy notice can be accessed at www.farnboroughairport.com/privacy-notice

# EXT: Re: EXT: Re: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Wed 23/11/2022 13:42

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Can I put my name down for attendance on the Friday 9th 1300-1500. I should be able to do that personally otherwise I'll let you know who deputises ?

Thanks

[redacted]

Sent from my iPad Pro

> On 23 Nov 2022, at 13:34, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
>
> [redacted]
>
> Thank you for your email response and confirming interest.
>
> There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis:
>
> 1. Workshop 1: Thursday 8 December 2022 at Rushmoor Borough Council (1030-1400)
> 2. Workshop 2: Friday 9 December 2022 ONLINE via Teams (1300-1500)
> 3. Workshop 3: Monday 12 December 2022 at the Aviator Hotel (1030-1400)
> 4. Workshop 4: Tuesday 13 December 2022 ONLINE via Teams (1730-1930)
>
> If they would not mind just letting me know which workshop would work best and I can just put the named person TBC?
>
> Kind Regards,
>
> [redacted]
> Aerodrome Service Co-Ordinator
> Farnborough Airport | [redacted]
> www.farnboroughairport.com

# EXT: RE: EXT: RE: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]
Wed 23/11/2022 14:13

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

No2 Friday 9 December 2022 **ONLINE via Teams** (1300-1500) looks best for me, thanks.
Kind regards
[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 23 November 2022 10:26
**To:** [redacted]
**Subject:** RE: EXT: RE: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Thank you for your email response.

There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis:

1. Workshop 1: Thursday 8 December 2022 at **Rushmoor Borough Council** (1030-1400)
2. Workshop 2: Friday 9 December 2022 **ONLINE via Teams** (1300-1500)
3. Workshop 3: Monday 12 December 2022 at the **Aviator Hotel** (1030-1400)
4. Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)

Please do let me know which of the engagement workshops you wish to attend and I will reserve a place for you.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

Our privacy notice can be accessed at www.farnboroughairport.com/privacy-notice

This communication and the information it contains, is intended only for the person(s) and/or organisation(s) to whom it is addressed and may contain information that is confidential, legally privileged and protected by law. If the reader of this message is not the intended recipient or an authorised representative, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please notify our DPO immediately by forwarding the email to dpo@farnboroughairport.com and delete the message and attachments from your system.

**From:** [redacted]
**Sent:** 23 November 2022 10:00
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: RE: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi
We would like an invitation to one of your engagement workshops providing we can access that online.
Kind regards
[redacted]
British Gliding Association

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 23 November 2022 09:57
**Subject:** Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

Dear Stakeholder,

Following on from the email sent a couple of weeks ago, there is less than two weeks to go before the engagement workshops begin and limited time left to reserve a place.

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to develop and seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet.

We will begin our engagement workshops with local authorities, community stakeholders and some industry organisations in December 2022 to create an initial list of design principles. Following these workshops, we will then seek your feedback on this initial list **via email**. If you would be interested in attending one of our online or face to face workshops then please get in touch and we can arrange an invitation.

Once we have received feedback, we will create a final list of design principles with our stakeholders in a second phase of workshops. This second phase is planned for February 2023.

We will be distributing our engagement material and the initial list of design principles mid December 2022 for your feedback by 27th January 2023.

If you have any questions, please get in touch.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# EXT: RE: Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Thu 24/11/2022 08:47

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello there,

Could I please book in a place on the Friday 09 Dec Teams meeting?

Kind Regards,

[redacted]
Transport Officer
South Downs National Park Authority,

[redacted]

South Downs Centre, North Street, Midhurst, West Sussex, GU29 9DH

www.southdowns.gov.uk | facebook | twitter | youtube

HELP US TO #RENATURE

SOUTH DOWNS NATIONAL PARK

This e-mail and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. However, any views or opinions presented are solely those of the author and do not necessarily represent those of the South Downs National Park Authority.

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---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 23 November 2022 09:32
**Subject:** Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

Caution: This email originates from outside of South Downs National Park Authority and could contain malicious content. Please think very carefully before opening attachments or clicking on

# EXT: RE: EXT: RE: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Thu 24/11/2022 12:07

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon

I am a representative of Lasham Gliding Society as stakeholder, and wish to attend Workshop 4 online on the 13th December.

Please send details through and I look forward to joining.

Best Regards

[redacted]
Deputy Chief Flying Instructor
Lasham Gliding Society
[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 23 November 2022 12:08
**To:** [redacted]
**Subject:** RE: EXT: RE: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

NOTE: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Thank you for your email response and confirmed interest.

If you would be so kind to also forward the dates/times of engagement workshops to the relevant people.

There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis:

1. Workshop 1: Thursday 8 December 2022 at Rushmoor Borough Council (1030-1400)
2. Workshop 2: Friday 9 December 2022 ONLINE via Teams (1300-1500)
3. Workshop 3: Monday 12 December 2022 at the Aviator Hotel (1030-1400)
4. Workshop 4: Tuesday 13 December 2022 ONLINE via Teams (1730-1930)

If they would not mind just letting me know which workshop they wished to attend and I can then reserve a place for them.

Kind Regards,

# EXT: Re: Farnborough Airport - Airspace Change - Workshop Invitiation

[redacted]

Thu 24/11/2022 16:03

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Many thanks for your speedy email. Could I book onto workshop 3 please on the 12th December at the Aviator Hotel.

Many thanks,

[redacted] Southdown Gliding Club.

> On 24 Nov 2022, at 15:50, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
>
> [redacted]
>
> Thank you for your call and confirming interest.
>
> There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis:
>
> 1. Workshop 1: Thursday 8 December 2022 at Rushmoor Borough Council (1030-1400)
> 2. Workshop 2: Friday 9 December 2022 ONLINE via Teams (1300-1500)
> 3. Workshop 3: Monday 12 December 2022 at the Aviator Hotel (1030-1400)
> 4. Workshop 4: Tuesday 13 December 2022 ONLINE via Teams (1730-1930)
>
> If they would not mind just letting me know which workshop would work best and I will reserve a place for you.
>
> Kind Regards,
>
> [redacted]
> Aerodrome Service Co-Ordinator
> Farnborough Airport | [redacted]
> www.farnboroughairport.com
>
> FARNBOROUGH AIRPORT
>
> Our privacy notice can be accessed at www.farnboroughairport.com/privacy-notice

# EXT: RE: EXT: RE: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Fri 25/11/2022 10:05

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

9th of Dec please

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 24 November 2022 17:42
**To:** [redacted]
**Subject:** RE: EXT: RE: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Thank you for confirming your interest.

There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis:

1. Workshop 1: Thursday 8 December 2022 at Rushmoor Borough Council (1030-1400)
2. Workshop 2: Friday 9 December 2022 ONLINE via Teams (1300-1500)
3. Workshop 3: Monday 12 December 2022 at the Aviator Hotel (1030-1400)
4. Workshop 4: Tuesday 13 December 2022 ONLINE via Teams (1730-1930)

If they would not mind just letting me know which workshop would work best and I will reserve a place for you.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

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# EXT: RE: Farnborough Airport - Airspace Change - Workshop Invitiation

[redacted]
Mon 28/11/2022 18:22

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

[redacted] (in copy) kindly forwarded your e-mail to me.

Within the Southdown Gliding Club, we have a small airspace team, with [redacted] acting as our Airspace Officer, but including our past-Chairman and myself, as the current Club Secretary. I appreciate that [redacted] may have communicated his wish to attend an in-person workshop, but unfortunately myself and my colleague are unavailable on the workshop dates and cannot join him.

I was wondering if it would be possible for myself and colleague to join the ONLINE Teams meeting on Friday 9 December (13:00 to 15:00)? We would share a computer and would only require a single invitation.

Many thanks in advance.

Best regards,

[redacted]

[redacted]
Secretary, Southdown Gliding Club Limited.

Mobile: [redacted]

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Date:** 24 November 2022 at 15:50:23 GMT
**To:** [redacted]
**Subject: Farnborough Airport - Airspace Change - Workshop Invitiation**

[redacted]

Thank you for your call and confirming interest.

There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis:

1. Workshop 1: Thursday 8 December 2022 at Rushmoor Borough Council (1030-1400)
2. Workshop 2: Friday 9 December 2022 ONLINE via Teams (1300-1500)
3. Workshop 3: Monday 12 December 2022 at the Aviator Hotel (1030-1400)
4. Workshop 4: Tuesday 13 December 2022 ONLINE via Teams (1730-1930)

# EXT: RE: EXT: Farnborough Airport FASI-ACP workshops

[redacted]

Mon 28/11/2022 12:03

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon [redacted]

The original email was sent to our Head of Planning, [redacted] Another colleague might be in attendance, but we will let you know as such. Thank you for confirming my space and the extra info.

Kind regards

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 24 November 2022 09:43
**To:** [redacted]
**Subject:** RE: EXT: Farnborough Airport FASI-ACP workshops

[redacted]

Thank you for your email response.

Could you confirm who I sent the original email too, so I can amend the details to say you will be attending?

I can confirm that I have reserved a place for you on the engagement workshop being held on Tuesday 13th December 1730-1930 via Teams.

I will send across the Teams invitation closer to the time, once numbers have been confirmed.

With regards to the workshops then [redacted] will be providing a presentation to explain more into the FASI-S plan and inform stakeholders of the process and welcome feedback on numerous topics throughout. Once the engagement workshops have been completed we will then be emailing for feedback on the chosen design principles – so, you do not need to prepare beforehand.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

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If the reader of this message is not the intended recipient or an authorised representative, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please notify our DPO immediately by forwarding the email to dpo@farnboroughairport.com and delete the message and attachments from your system.

---

**From:** [redacted]
**Sent:** 23 November 2022 17:27
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: Farnborough Airport FASI-ACP workshops

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

Following your email sent seeking stakeholder interest, I would like to reserve a place on Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930). I understand you're looking to gather feedback from the first round of sessions. Please could you provide some more info on what will happen during the workshop, and also what I might need to prepare beforehand?

Many thanks

[redacted]

[redacted] **| Planning Policy Officer | Planning Services**
_____
Woking Borough Council, Civic Offices, Gloucester Square, Woking, Surrey, GU21 6YL
**Phone:** [redacted] **| Web:** www.woking.gov.uk

For general enquiries please call Woking Borough Council's Contact Centre [redacted]
Follow @wokingcouncil

**********
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# EXT: RE: Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]

Tue 29/11/2022 15:41

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>; [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Can I please attend the physical meeting at the Aviator?

Regards,

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 23 November 2022 09:03
**Subject:** Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

Dear Stakeholder,

Following on from the email sent a couple of weeks ago, there is two weeks to go before the engagement workshops begin and limited time left to reserve a place.

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.

Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.

Phase 2 will be a second workshop (planned for February 2023) where we will present the feedback received and discuss with you a final list of design principles.

There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis. Please let

# EXT: Re: EXT: Re: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]
Wed 30/11/2022 10:03

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted],
As my commitments have changed again could I revert to booking to attend the FASI-ACP workshop on 12th December?
Thank you
[redacted]

> On 16 Nov 2022, at 13:03, [redacted] wrote:
>
> [redacted]
> As something has cropped up on 12th December, could I change my reservation for the Farnborough Airport FASI-ACP workshop to 8th December?
> Best wishes
> [redacted]
>
> > On 15 Nov 2022, at 08:19, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
> >
> > [redacted]
> >
> > Thank you for your response.
> >
> > I can confirm that I have reserved a place for you on the engagement workshop being held on Monday 12th December 10:30am – 14:00pm at the Aviator.
> >
> > Please note, lunch is not included but teas and coffees will be provided. If you are wishing to bring someone with you, then please do make us aware as seating is limited and may not be possible.
> >
> > Should you have any questions then please do not hesitate to say.
> >
> > Kind Regards,
> >
> > [redacted]
> > Aerodrome Service Co-Ordinator
> > Farnborough Airport | [redacted]
> > www.farnboroughairport.com
> > <image001.png>
> > Our privacy notice can be accessed at www.farnboroughairport.com/privacy-notice
> >
> > This communication and the information it contains, is intended only for the

# EXT: Re: EXT: Re: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

[redacted]

Wed 30/11/2022 10:08

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Please could you book me into the 12th December.

With kind regards
[redacted]

On Wed, 30 Nov 2022 at 08:47, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

> [redacted]
>
> Thank you for confirming your interest and I apologise for the delay in response due to annual leave.
>
> There are four Phase 1 workshop dates and times to choose from, with 30 available spaces at each, they are a mixture of face to face and online events. These will be allocated on a first come, first served basis:
>
> 1. Workshop 1: Thursday 8 December 2022 at Rushmoor Borough Council (1030-1400)
> 2. Workshop 2: Friday 9 December 2022 ONLINE via Teams (1300-1500)
> 3. Workshop 3: Monday 12 December 2022 at the Aviator Hotel (1030-1400)
> 4. Workshop 4: Tuesday 13 December 2022 ONLINE via Teams (1730-1930)
>
> If they would not mind just letting me know which workshop would work best and I will reserve a place for you.
>
> Kind Regards,

# EXT: RE: Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]
Fri 02/12/2022 09:49

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Please could I register [redacted] for the below:

Workshop 4: Tuesday 13 December 2022 **ONLINE via Teams** (1730-1930)

Kind regards,

[redacted]

[redacted]
PA to the Principal
Farnborough College of Technology | University Centre Farnborough

**Normal working hours:**
Monday – Thursday: 8.30am – 5pm
Friday: 8.30am – 4.30pm

To support a healthy work-life balance, the College is trying to reduce email traffic outside of normal working hours. As a result, this email may not be checked during these times.

[redacted]
[redacted]
**Web** www.farn-ct.ac.uk

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 23 November 2022 09:03
**Subject:** Reminder: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

**WARNING: This is an external email, originated outside of FCoT.**
**Do not click links or open attachments unless you know they are safe.**

- Be Alert!
- Check the sender's email address and any URLs (web page links) are accurate.
- If in doubt contact Computer Services at itsupport@farn-ct.ac.uk

Dear Stakeholder,

Following on from the email sent a couple of weeks ago, there is two weeks to go before the engagement workshops begin and limited time left to reserve a place.

# EXT: RE: Farnborough Airport - Airspace Change - Engagement Workshop Invitations

[redacted]
Mon 05/12/2022 12:17

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Could you send me an appointment for workshop 4 please

Thanks

[redacted]
**Transport Strategy Manager**
Place, Planning & Regeneration
Bracknell Forest Council

[redacted]
www.bracknell-forest.gov.uk

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 08 November 2022 09:53
**Subject:** Farnborough Airport - Airspace Change - Engagement Workshop Invitations

You don't often get email from fasi-s@farnboroughairport.com. Learn why this is important

CAUTION: This is an EXTERNAL EMAIL. STOP. THINK before you CLICK links or OPEN attachments.

Dear Stakeholder,

Farnborough Airport Ltd have recently commenced a new Airspace Change Proposal (ACP), known as the Farnborough Airport FASI-ACP, to support the Government's wider UK airspace modernisation programme.

More details, including our Statement of Need, can be found on the Civil Aviation Authority's airspace change portal here.

To make this change, Farnborough are going through the CAA's airspace change process, known as CAP1616. The process places great importance on engaging with a wide range of stakeholders throughout the required stages, including potentially affected communities.

At this stage in the process, we are required to engage with stakeholders to initially develop and then seek feedback on a list of "design principles" – a list of high-level criteria that the proposed airspace design should meet. We would like to seek input from you to help us create these design principles.

Our engagement will be in two phases; Phase 1, where we engage with a targeted range of stakeholder organisations (such as local authorities, community and environmental groups and industry stakeholders) through workshops to create an initial list of potential design principles. We will then seek feedback on this list.

Phase 2 will be a second workshop (planned for February 2023) where we will present the feedback received and discuss with you a final list of design principles.

Aerodrome Service Co-Ordinator
Farnborough Airport [redacted]
www.farnboroughairport.com
<image001.png>
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---

**From:** [redacted]
**Sent:** 06 December 2022 10:05
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: Re: EXT: Re: Reminder: Farnborough Airport - Airspace Change - Informing of Engagement

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Please forgive the late response yet again. Will I be able to attend the workshop session on the 8th in the Rushmoor Offices? Unfortunately it is looking likely that it is the only one that I have diary space for. Please let me know when you can.

Many thanks,

[redacted]

[redacted]
Grantex Aviation
Business Aviation Centre
Farnborough Airport
Farnborough
Hampshire
GU14 6XA

[redacted]

> On 24 Nov 2022, at 14:49, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
>
> [redacted]

# EXT: Airspace Change - Engagement Workshop Invitations

[redacted]

Wed 07/12/2022 11:06

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

From EFS side we like to [redacted] to attend (Cc: in this email) via Teams on the 13th. Will you send [redacted] an invitation?

Best Regards

[redacted]

*NP Ground Operations*

BOUTIQUE JET

**EFS European Flight Service AB**
Hangarvägen 6A
438 70 Landvetter
Sweden

[redacted]

*GDPR Policy*

For information about how we handle your personal information, see https://www.efsflight.se/data-protection-policy/. If you have received this message by mistake, please let us know immediately and then delete the message.

# RE: EXT: RE: EXT: Re: EXT: RE: EXT: RE: EXT: [redacted] RE: UK Airspace Modernisation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Tue 13/12/2022 08:32
To: [redacted]

As previously mentioned, at this stage in the process we are unable to open this to general public and will be stakeholders only.

I spoke with [redacted] yesterday and he will be including you through any correspondence as he represents Waverley Borough Council.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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---

**From:** [redacted]
**Sent:** 12 December 2022 10:46
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: RE: EXT: Re: EXT: RE: EXT: RE: EXT: [redacted] RE: UK Airspace Modernisation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

I repeat my request to attend.

[redacted]

Sent from the all-new AOL app for Android

On Mon, 12 Dec 2022 at 10:26, FASI-S Farnborough Airport

[redacted]

Thank you for your email response.

I do apologise, as I have now realised that Rushmoor Village is under Waverley Borough Council as opposed to Rushmoor Council. We have [redacted] attending the session today on behalf of WBC.

Kind Regards,

[redacted]

Aerodrome Service Co-Ordinator

Farnborough Airport | [redacted]

www.farnboroughairport.com

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---

**From:** [redacted]
**Sent:** 10 December 2022 11:04
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: Re: EXT: RE: EXT: RE: [redacted] RE: UK Airspace Modernisation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

I am perfectly aware of CAPS 1616 requirements, and I am not getting into a lengthy debate regarding "named" stakeholder at this stage. My request still stands and if you choose not to invite me and rely on the process being robust enough to cope with the changes following proper consultation with who FAL perceive to be the "public" in 2024/25 so be it.

[redacted]

On Friday, 9 December 2022 at 15:03:17 GMT, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

[redacted]

In this stage we are engaging with named stakeholders only following CAP1616 and we will be engaging with the general public later on in the process.

Kind Regards,

[redacted]

Aerodrome Service Co-Ordinator

Farnborough Airport | [redacted]

www.farnboroughairport.com

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---

**From:** [redacted]
**Sent:** 09 December 2022 14:29
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: RE: EXT: RE: EXT: [redacted]RE: UK Airspace Modernisation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear[redacted]

[redacted] is a Conservative Councillor for Cove/ Southwood, so would not be representing my concerns nor Rushmoor village. Rushmoor is in GU10 2EP and directly under the flightpath.

[redacted]

Sent from the all-new AOL app for Android

On Fri, 9 Dec 2022 at 14:21, FASI-S Farnborough Airport

<fasi-s@farnboroughairport.com> wrote:

> [redacted]
>
> Thank you for your quick response.
>
> We already have a named stakeholder for Rushmoor which is Cllr [redacted] to which we have engaged with regarding attending the engagement workshops.
>
> Kind Regards,

[redacted]

Aerodrome Service Co-Ordinator

Farnborough Airport | [redacted]

www.farnboroughairport.com

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---

**From:** [redacted]
**Sent:** 09 December 2022 12:38
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: RE: [redacted] RE: UK Airspace Modernisation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Myself and Rushmoor village. I'm also known by the CAA as the 'previously unknown stakeholder' based on a failure to consult fully during the initial airspace change consultation exercise

Regards, [redacted]

Sent from the all-new AOL app for Android

On Fri, 9 Dec 2022 at 12:26, FASI-S Farnborough Airport

<fasi-s@farnboroughairport.com> wrote: Classification: Public

Good morning [redacted]

Could you please confirm who you would be representing as a stakeholder?

Kind Regards,

[redacted]

Aerodrome Service Co-Ordinator

Farnborough Airport | [redacted]

www.farnboroughairport.com

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---

**From:** [redacted]
**Sent:** 09 December 2022 12:20
**To:** Farnborough Airport Enquiries [redacted]
**Subject:** EXT: [redacted] RE: UK Airspace Modernisation

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# Phase 1 Engagement Material Distribution, Request for Feedback & Reminder emails

## Pages 121-149

# FW: EXT: SDNPA Tranquility mapping

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Mon 12/12/2022 08:52
To: [redacted]

---

**From:** [redacted]
**Sent:** 09 December 2022 15:12
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: SDNPA Tranquility mapping

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

As stated in the teams meeting, I'm attaching an image of the results of the tranquillity mapping carried out across the park.

Looking at the potentially affected area map on the public proposal page, the airspace changes would look to effect the scattered and isolated tranquil points north of Petersfield (the redder area in the approximate centre of the core area) and reach into the larger patches of wider tranquil landscapes to the south.

Kind Regards,

[redacted]
Transport Officer
South Downs National Park Authority,

[redacted]

South Downs Centre, North Street, Midhurst, West Sussex, GU29 9DH

www.southdowns.gov.uk | facebook | twitter | youtube

HELP US TO #RENATURE
SOUTH DOWNS
NATIONAL PARK

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# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:46

Bcc: [redacted]

Dear Stakeholder,

As you are aware, Farnborough Airport are currently in Stage 1 of the CAP1616 process on a new airspace change proposal to modernise the Airports airspace. More information can be found on the CAA Portal here.

We have recently held workshops with a wide range of stakeholders to gather initial suggestions on our Design Principles for this proposal.

The 2 documents attached are a copy of the presentation given at the engagement workshops and our feedback document. The feedback document contains a summary of the suggestions for potential design principles made by our stakeholders during 4 workshops held between 8-13 December 2022. Please note these are not Farnborough's final set of proposed Design Principles but are a record of all the suggestion made by stakeholders so far.

We would welcome your thoughts on these suggestions, ranging from Strongly Agree to Strongly Disagree, and any additional comments you might have on these, in particular, if you feel a suggestion should be a 'must' or a 'should' design principle.

If you have any additional suggestions for design principles, including any prioritisations/importance of any particular principle, please let us know in the table at the end of this document.

We have also included a 'Frequently Asked Questions' section at the end of the document, to answer some of the common themes from our workshops.

We would welcome your thoughts on this list and any additional feedback by Friday 27 January 2023. We will use your feedback to help consolidate the suggestions into a succinct set of Design Principles to be shared with you, at the next round of engagement towards the end of February 2023.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:39

Bcc: [redacted]

Dear Stakeholder,

As you are aware, Farnborough Airport are currently in Stage 1 of the CAP1616 process on a new airspace change proposal to modernise the Airports airspace. More information can be found on the CAA Portal here.

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:43

Bcc: [redacted]

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:35

Bcc: [redacted]

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Kind Regards,

[redacted]

# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:36

Bcc: [redacted]

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:44

Bcc: [redacted]

Dear Stakeholder,

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Kind Regards,

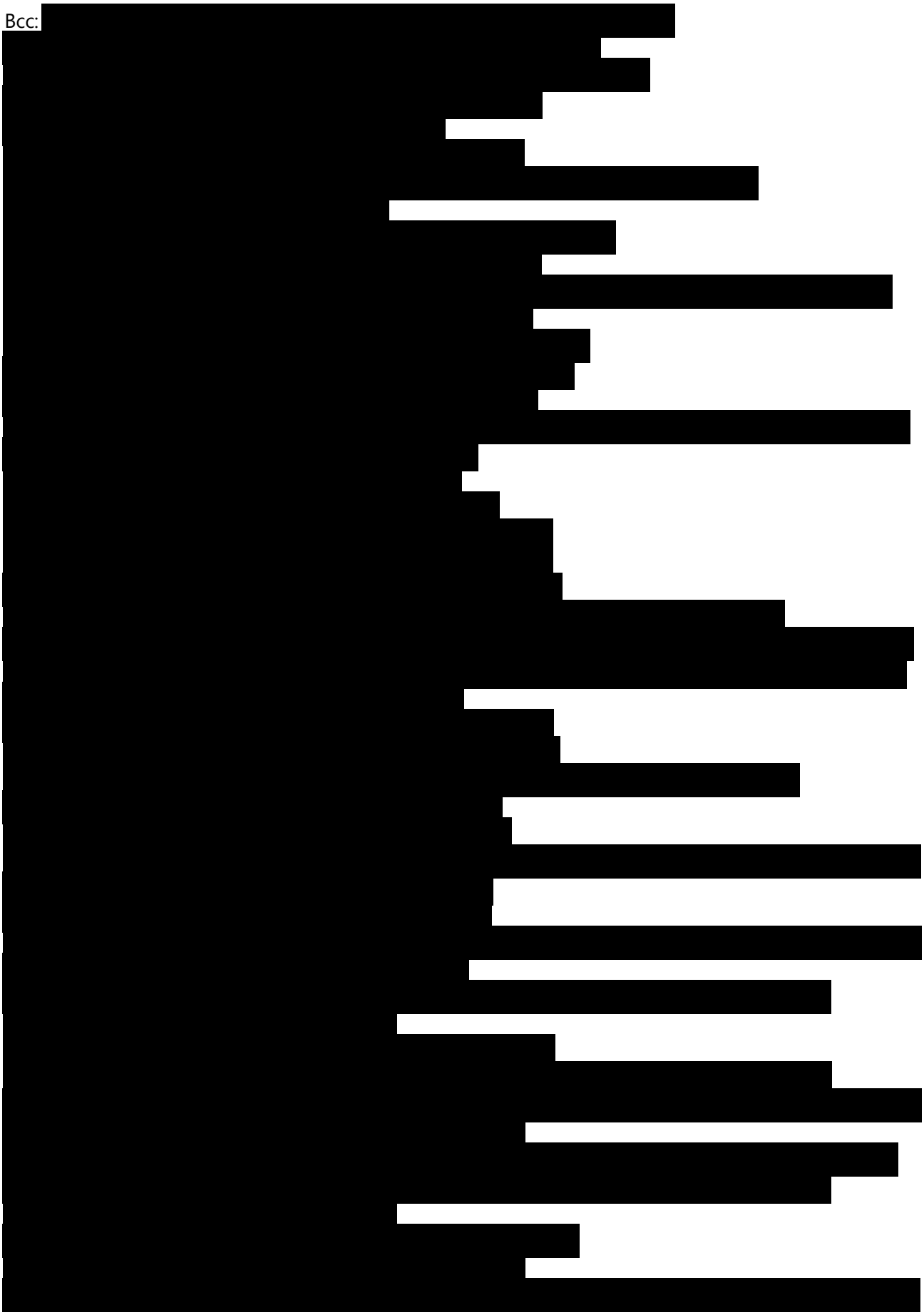
[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:42

Bcc: [redacted]



2 attachments (935 KB)
FAL_DP_Phase1_Final_1.0.pdf; FAL_DP_Matrix_Final.docx;

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[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
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# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:33

Bcc: [redacted]

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:47

Bcc: [redacted]

2 attachments (935 KB)

FAL_DP_Phase1_Final_1.0.pdf; FAL_DP_Matrix_Final.docx;

Dear Stakeholder,

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# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:41

Bcc: [redacted]

2 attachments (935 KB)

FAL_DP_Phase1_Final_1.0.pdf; FAL_DP_Matrix_Final.docx;

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Thu 15/12/2022 14:37

Bcc: [redacted]

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

**From:** [redacted]
**Sent:** 14 December 2022 15:39
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: Farnborough airport ACP - Workshop on 13.12.22

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Thank you for your time at the meeting last night.

If at all possible could you please send on some illustrations showing the existing arrival and departure routes for Farnborough airport? I am still relatively new to the airspace modernisation process and it would be helpful to understand how, if at all, the existing aircraft routes impact on the District of Mole Valley.

Kind regards

[redacted]
**Senior Planning Policy Officer**
**Mole Valley District Council**
**www.molevalley.gov.uk**
**Direct dial:** [redacted]

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# RE: EXT: Farnborough airport ACP - Workshop on 13.12.22

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Thu 15/12/2022 09:33
To: [redacted]
Dear [redacted]

Thank you for your email and also attending the workshop on Tuesday evening.

The 2 documents attached are a copy of the presentation given at the engagement workshops and our feedback document. The presentation does include the existing arrival and departure routes for Farnborough Airport on page 13 and 14 – hopefully this will make things a little clearer but if you wanted any further information then please do not hesitate to say!

The feedback document contains a summary of the suggestions for potential design principles made by our stakeholders during 4 workshops held between 8-13 December 2022. Please note these are not Farnborough's final set of proposed Design Principles but are a record of all the suggestion made by stakeholders so far.

We would welcome your thoughts on these suggestions, ranging from Strongly Agree to Strongly Disagree, and any additional comments you might have on these, in particular, if you feel a suggestion should be a 'must' or a 'should' design principle.

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We have also included a 'Frequently Asked Questions' section at the end of the document, to answer some of the common themes from our workshops.

We would welcome your thoughts on this list and any additional feedback by **Friday 27 January 2023.** We will use your feedback to help consolidate the suggestions into a succinct set of Design Principles to be shared with you, at the next round of engagement towards the end of February 2023.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# RE: EXT: Farnborough Airport - Design Principles Engagement - Request For Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Mon 19/12/2022 09:50
To: [redacted]
Good morning [redacted]

Thank you for your email.

It is my understanding that you are not a named stakeholder on FAL's stakeholder list, and so at present we are not accepting feedback from the general public. However, in the next stages to come – general public will have the opportunity to attend workshops and also provide feedback.

When we are at this stage I will be sure to reach back out to you.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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**From:** [redacted]
**Sent:** 16 December 2022 10:06
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: Farnborough Airport - Design Principles Engagement - Request For Feedback

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning [redacted]

How do we make our representation in the feedback you are seeking for input to the design principles for the airspace redesign ? I have received a copy of the Matrix that has been created. As a resident of Churt we have been severely impacted by the recent changes which are causing high levels of noise from the regular overflight of the Southern Star implementation, something which did not happen prior to the recent change.

# Reminder: Farnborough Airport - Design Principles Engagement - Request for Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 13/01/2023 12:05

Bcc: [redacted]

2 attachments (940 KB)

FAL_DP_Matrix_Final.docx; FAL_DP_Phase1_Final_1.0.pdf;

Dear Stakeholder,

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# Reminder: Farnborough Airport - Design Principles Engagement - Request for Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 13/01/2023 12:19

Bcc: [redacted]

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Reminder: Farnborough Airport - Design Principles Engagement - Request for Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 13/01/2023 11:58

Bcc: [redacted]

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# Reminder: Farnborough Airport - Design Principles Engagement - Request for Feedback

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Bcc: [redacted]

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FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 13/01/2023 11:48

Bcc: [redacted]

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Reminder: Farnborough Airport - Design Principles Engagement - Request for Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 13/01/2023 12:04

Bcc: [redacted]

2 attachments (940 KB)

FAL_DP_Phase1_Final_1.0.pdf; FAL_DP_Matrix_Final.docx;

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Kind Regards,

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FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 13/01/2023 11:56

Bcc: [redacted]

2 attachments (940 KB)
FAL_DP_Matrix_Final.docx; FAL_DP_Phase1_Final_1.0.pdf;

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Reminder: Farnborough Airport - Design Principles Engagement - Request for Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 13/01/2023 11:40

Bcc: [redacted]

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Kind Regards,

# Reminder: Farnborough Airport - Design Principles Engagement - Request for Feedback

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 13/01/2023 11:53

Bcc: [redacted]

2 attachments (940 KB)

FAL_DP_Phase1_Final_1.0.pdf; FAL_DP_Matrix_Final.docx;

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[redacted]
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Farnborough Airport | [redacted]
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# Reminder: Farnborough Airport - Design Principles Engagement - Request for Feedback

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Fri 13/01/2023 11:49

Cc: [redacted]

Bcc: [redacted]

2 attachments (940 KB)

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# Reminder emails & invitations to Phase 2 workshops

# Pages 151-164

# Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Wed 25/01/2023 15:45

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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Following analysis of the feedback received; we will create a single list of Design Principles we propose to use for this airspace change. We will be holding further workshops to present the feedback we received from stakeholders and to gather your opinions on our proposed design principles. There are 3 workshops to choose from:

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- Friday 3rd March: 10:00 to 12:00 (F2F at Rushmoor Borough Council Offices)

Each workshop will have 30 spaces available and so will be on a first come first serve basis.

Please let us know which workshop you would like to attend by **Monday 27th February 2023**. If you have any questions, please get in touch with the team at fasi-s@farnboroughairport.com.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

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# Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 25/01/2023 15:58

Bcc: [redacted]

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Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 25/01/2023 15:55

Bcc: [redacted]

[redacted]

2 attachments (940 KB)

FAL_DP_Phase1_Final_1.0.pdf; FAL_DP_Matrix_Final.docx;

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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# Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 25/01/2023 15:26

Bcc: [redacted]

2 attachments (940 KB)

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# Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 25/01/2023 15:52

Bcc: [redacted]

2 attachments (940 KB)

FAL_DP_Phase1_Final_1.0.pdf; FAL_DP_Matrix_Final.docx;

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# Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 25/01/2023 15:47

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Kind Regards,

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# Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 25/01/2023 16:02

Bcc: [redacted]

2 attachments (940 KB)

FAL_DP_Phase1_Final_1.0.pdf; FAL_DP_Matrix_Final.docx;

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# Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

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Bcc: [redacted]

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# Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

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# Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

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Bcc: [redacted]

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Kind Regards,

[redacted]

If you have any additional suggestions for design principles, including any prioritisations/importance of any particular principle, please let us know in the table at the end of this document.

We have also included a 'Frequently Asked Questions' section at the end of the document, to answer some of the common themes from our workshops.

We would welcome your thoughts on this list and any additional feedback by Friday 27 January 2023. We will use your feedback to help consolidate the suggestions into a succinct set of Design Principles to be shared with you, at the next round of engagement towards the end of February 2023.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
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# Phase 2 Workshop RSVPs & reminder emails

# Pages 166-212

# EXT: Re: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Wed 25/01/2023 18:05

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to attend the F2F meeting at Rushmoor Borough Council 3 March please.

[redacted]
FACC member representing Waverley Borough Council

[redacted]
Waverley Borough Councillor
Frensham, Dockenfield and Tilford Ward
[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** Wednesday, January 25, 2023 3:26:15 PM
**Subject:** Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

**[** This email originates from an external source **]**

---

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Kind Regards,

# EXT: Re: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Wed 25/01/2023 15:38

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Can you put me on the list for 2nd March please
Thanks
[redacted]

On Wed, 25 Jan 2023 at 15:26, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

> Dear Stakeholder,
>
> Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.
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# EXT: Re: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Wed 25/01/2023 18:44

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]
Can you please book in [redacted] and myself into the meeting on Friday 3rd March at RBC
Thanks [redacted]

Get Outlook for Android

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** Wednesday, January 25, 2023 3:26:15 PM
**Subject:** Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# EXT: RE: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Wed 25/01/2023 16:00

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

May I please book onto the online session scheduled for 2nd March 10-12pm.

Many thanks

[redacted]

NATS

[redacted]
Airspace Engagement Manager

[redacted]

NATS Corporate & Technical Centre,
4000 Parkway,
Whiteley, Fareham,
Hants, PO15 7FL.
www.nats.co.uk

**NATS PRIVATE**

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 25 January 2023 15:53
**Subject:** [EXTERNAL] Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

**CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.**

Dear Stakeholder,

# EXT: Re: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Wed 25/01/2023 17:10

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Could you please put me down for the workshop on 3rd March?
Thank you
[redacted]

> On 25 Jan 2023, at 15:26, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
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> Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com
<image001.png>

# EXT: RE: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Thu 26/01/2023 12:47

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

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Hi,

Please could Heathrow reserve a place at the workshops below on 2nd March. POC will be me.

Thanks

[redacted]
Airspace Change Policy Manager

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

[redacted]
w: heathrow.com t: twitter.com/heathrowairport
a: heathrow.com/apps

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 25 January 2023 16:03
**Subject:** Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

You don't often get email from fasi-s@farnboroughairport.com. Learn why this is important

**Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.**

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

During those workshops we developed an initial long list of suggested design principles with the stakeholders who attended and have been seeking feedback from our all stakeholders on that list. There is still time to provide feedback on that list, the deadline is COP on **Friday 27th January 2023** (please let us know if you need more time), we have attached the matrix we developed and would welcome your thoughts.

# EXT: Re: EXT: Re: Reminder: Farnborough Airport - Design Principles Engagement - Request for Feedback

[redacted]

Thu 26/01/2023 12:26

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]
Could I attend the 2nd March one please.
All the best
[redacted]

> On 26 Jan 2023, at 13:08, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
>
> *CAUTION: This email is originated from an External Address. Do not visit the links or open attachments unless you recognize the Sender.*
>
> Good morning [redacted]
>
> Thank you for your email and sending across your completed design principle matrix.
>
> The dates for the next engagement workshops in which we discuss the outcome of the collective responses are as follows:
>
> - Wednesday 1st March: 17:00 to 19:00 (Online via TEAMS)
> - Thursday 2nd March: 10:00 to 12:00 (Online via TEAMS)
> - Friday 3rd March: 10:00 to 12:00 (F2F at Rushmoor Borough Council Offices)
>
> Each workshop will have 30 spaces available and so will be on a first come first serve basis.
>
> Please let us know which workshop you would like to attend by **Monday 27th February 2023**. If you have any questions, please get in touch.
>
> Kind Regards,
>
> [redacted]
> Aerodrome Service Co-Ordinator
> Farnborough Airport | [redacted]
> www.farnboroughairport.com
> <image001.png>
>
> Our privacy notice can be accessed at www.farnboroughairport.com/privacy-notice
>
> This communication and the information it contains, is intended only for the person(s) and/or organisation(s) to whom it is addressed and may contain information that is confidential, legally privileged and protected by law.
> If the reader of this message is not the intended recipient or an authorised representative, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have

# EXT: Re: EXT: Farnborough feedback

[redacted]

Thu 26/01/2023 10:47

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted],

Thank you for letting me know about the next meeting, could I sign up for the 2nd March online one please.

ATB,

[redacted]

> On 26 Jan 2023, at 10:15, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
>
> Good morning [redacted]
>
> Thank you for your email and sending across your completed design principle matrix.
>
> The dates for the next engagement workshops in which we discuss the outcome of the collective responses are as follows:
>
> * Wednesday 1st March: 17:00 to 19:00 (Online via TEAMS)
> * Thursday 2nd March: 10:00 to 12:00 (Online via TEAMS)
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>
> Each workshop will have 30 spaces available and so will be on a first come first serve basis.
>
> Please let us know which workshop you would like to attend by Monday 27th February 2023. If you have any questions, please get in touch.
>
> Kind Regards,
>
> [redacted]
> Aerodrome Service Co-Ordinator
> Farnborough Airport | [redacted]
> www.farnboroughairport.com
>
> Our privacy notice can be accessed at www.farnboroughairport.com/privacy-notice
>
> This communication and the information it contains, is intended only for the person(s) and/or organisation(s) to whom it is addressed and may contain information that is confidential, legally privileged and protected by law.
> If the reader of this message is not the intended recipient or an authorised representative, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have

# EXT: Re: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Thu 26/01/2023 17:51

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please can you reserve a place for me, [redacted] at the 3rd March workshop.

With kind regards
[redacted]

On Wed, 25 Jan 2023 at 16:56, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

> Dear Stakeholder,
>
> Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.
>
> During those workshops we developed an initial long list of suggested design principles with the stakeholders who attended and have been seeking feedback from our all stakeholders on that list. There is still time to provide feedback on that list, the deadline is COP on **Friday 27th January 2023** (please let us know if you need more time), we have attached the matrix we developed and would welcome your thoughts.
>
> Following analysis of the feedback received; we will create a single list of Design Principles we propose to use for this airspace change. We will be holding further workshops to present the feedback we received from stakeholders and to gather your opinions on our proposed design principles. There are 3 workshops to choose from:
>
> - Wednesday 1st March: 17:00 to 19:00 (Online via TEAMS)
> - Thursday 2nd March: 10:00 to 12:00 (Online via TEAMS)
> - Friday 3rd March: 10:00 to 12:00 (F2F at Rushmoor Borough Council Offices)
>
> Each workshop will have 30 spaces available and so will be on a first come first serve basis.

# EXT: Re: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Fri 27/01/2023 16:36

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

1 attachments (70 KB)

FAL_DP_Matrix_Final.docx;

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi

Please find attached my completed matrix document. I am new to the field of aviation, so my opinions probably have limited value! I am the environmental representative on the FACC, so most of my knowledge is in that area. I have a lot to learn around the technical side of aviation,

In terms of the next round of workshops, would it be possible for me to join the one on 1 March online?

Many thanks

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 25 January 2023 15:26
**Subject:** Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.
During those workshops we developed an initial long list of suggested design principles with the stakeholders who attended and have been seeking feedback from our all stakeholders on that list. There is still time to provide feedback on that list, the deadline is COP on **Friday 27th January 2023** (please let us know if you need more time), we have attached the matrix we developed and would welcome your thoughts.

Following analysis of the feedback received; we will create a single list of Design Principles we propose to use for this airspace change. We will be holding further workshops to present the feedback we received from stakeholders and to gather your opinions on our proposed design principles. There are 3 workshops to choose from:

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- Thursday 2nd March: 10:00 to 12:00 (Online via TEAMS)
- Friday 3rd March: 10:00 to 12:00 (F2F at Rushmoor Borough Council Offices)

Each workshop will have 30 spaces available and so will be on a first come first serve basis.

Please let us know which workshop you would like to attend by **Monday 27th February 2023**. If you have any questions, please get in touch with the team at fasi-s@farnboroughairport.com.

# EXT: FW: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Fri 27/01/2023 13:13

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Cc: [redacted]

1 attachments (269 KB)

2023-01-27 Chichester District Council Response - FAL_DP_Matrix_Final.pdf;

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Farnborough Airport,

Please find feedback attached from Chichester District Council.

Please can I be invited to attend the next workshop Thursday 2nd March: 10:00 to 12:00 (Online via TEAMS).

Kind regards

[redacted]
Senior Environmental Health Officer
Environmental Protection
Chichester District Council
[redacted]
East Pallant House opening hours: 9am-4pm Monday to Friday

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 25 January 2023 15:37
**Subject:** [EXTERNAL] Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation
**This Message originated outside your organization.**

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

# EXT: Re: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Sat 28/01/2023 12:12

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

1 attachments (71 KB)

20230127 [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

With apologies, I'm a little late in submitting this feedback to you, I do hope it can still be included (attached).

I'd also like to attend the workshop session on 3 March.  Please let me know if there are still places available on this.

Many thanks and kind regards

[redacted]

> On 25 Jan 2023, at 15:56, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:
>
> Dear Stakeholder,
>
> Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.
>
> During those workshops we developed an initial long list of suggested design principles with the stakeholders who attended and have been seeking feedback from our all stakeholders on that list. There is still time to provide feedback on that list, the deadline is COP on **Friday 27th January 2023** (please let us know if you need more time), we have attached the matrix we developed and would welcome your thoughts.

# EXT: RE: EXT: RE: Farnborough Airport- Design Principles Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Mon 30/01/2023 10:52

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, [redacted]

Thank you for confirming a place for me on your Teams meeting on Wednesday 1st March.

I look forward to seeing you there.

Best regards,

[redacted]

[redacted]
Secretary, Southdown Gliding Club Limited.

Mobile: [redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 30 January 2023 09:47
**To:** [redacted]
**Subject:** RE: EXT: RE: Farnborough Airport- Design Principles Feedback & Phase 2 Engagement Workshop Invitation

Good morning [redacted]

Thank you for your email.

I have now reserved a place for you at the engagement workshop being held via TEAMS on **Wednesday 1st March 17:00-19:00**.

I will circulate the TEAMS links along with a reminder a little closer to the time.

We look forward to seeing you there.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# EXT: RE: Farnborough Airport - Phase 2 Engagement Workshop Invitation

[redacted]
Wed 01/02/2023 08:37

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Many thanks for the email below.

Please could I book onto the session for:

Thursday 2nd March: 10:00 to 12:00 (Online via TEAMS)

Look forward to hearing from you.

Kind regards

[redacted]

London Luton Airport

[redacted]
**Community Noise Manager**
London Luton Airport
Percival House, Percival Way
Luton, LU2 9NU
**W** london-luton.co.uk

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 30 January 2023 15:45
**Subject:** [EXTERNAL] Farnborough Airport - Phase 2 Engagement Workshop Invitation

Dear Stakeholder,

Thank you for recently completing our Design Principles Matrix with your feedback.
Following analysis of the feedback received; we will create a single list of Design Principles we propose to use for this airspace change. We will be holding further workshops to present the feedback we received from stakeholders and to gather your opinions on our proposed design principles. There are 3 workshops to choose from:

- Wednesday 1st March: 17:00 to 19:00 (Online via TEAMS)
- Thursday 2nd March: 10:00 to 12:00 (Online via TEAMS)
- Friday 3rd March: 10:00 to 12:00 (F2F at Rushmoor Borough Council Offices)

Each workshop will have 30 spaces available and so will be on a first come first serve basis.

# EXT: RE: EXT: RE: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

info [redacted]
Thu 02/02/2023 10:24

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning [redacted]

That's great, thank you for confirming back to me.

Kind regards
[redacted]

[redacted]
Secretary to Chief Executive
British Helicopter Association
Tel: [redacted]
[redacted] Fri, 0930 - 1330
Email: [redacted]
Website: www.britishhelicopterassociation.org

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 31 January 2023 14:18
**To:** [redacted]
**Subject:** RE: EXT: RE: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

Good afternoon [redacted]

Thank you for your email response.

I can confirm that I have now reserved a place for [redacted] on the workshop taking place on **Wednesday 1st March 2023 at 17:00 - 19:00.**

I will send the TEAMS link closer to the time.

We look forward to seeing [redacted] then.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

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---

**From:** [redacted]
**Sent:** 31 January 2023 10:44
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: RE: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning [redacted]

If there is availability can you please book [redacted] British Helicopter Association onto Wednesday 1st March workshop.

Kind regards
[redacted]

[redacted]
British Helicopter Association
Tel: [redacted]
Work days: Mon to Fri, 0930 - 1330
Email: [redacted]
Website: www.britishhelicopterassociation.org

---

**From:** [redacted]
**Sent:** 30 January 2023 13:44
**To:** [redacted]
**Subject:** FW: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

Looks like 1 Mar as I do not know if I will have internet on 2nd. What time is flight?

Can you book me in please

[redacted]

# EXT: Re: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Fri 03/02/2023 10:11

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Not sure if this is an invite to all stakeholders, or if there'll be a workshop with those from within the industry, rather than with those from the general public? If not, I'd prefer Thur 2nd March one please.

Thanks,

[redacted]

[redacted] Blackbushe Airport Ltd

[redacted]

W: www.blackbusheairport.co.uk

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Date:** Wednesday, 25 January 2023 at 16:04
**To:**
**Subject:** Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

During those workshops we developed an initial long list of suggested design principles with the stakeholders who attended and have been seeking feedback from our all stakeholders on that list. There is still time to provide feedback on that list, the deadline is COP on **Friday 27th January 2023** (please let us know if you need more time), we have attached the matrix we developed and would welcome your thoughts.

Following analysis of the feedback received; we will create a single list of Design Principles we propose to use for this airspace change. We will be holding further workshops to present the feedback we received from stakeholders and to gather your opinions on our proposed design principles. There are 3 workshops to choose from:

- Wednesday 1st March: 17:00 to 19:00 (Online via TEAMS)
- Thursday 2nd March: 10:00 to 12:00 (Online via TEAMS)
- Friday 3rd March: 10:00 to 12:00 (F2F at Rushmoor Borough Council Offices)

# EXT: RE: [EXTERNAL] RE: EXT: Design Principles Matrix

[redacted]

Tue 07/02/2023 11:24

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Thank you for your email.

Unfortunately I will not be able to attend any of the engagement workshops listed. Please could you circulate the presentation slides once the meetings have taken place.

Kind regards

[redacted]
**Senior Planning Policy Officer**
**Mole Valley District Council**
**www.molevalley.gov.uk**
[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 26 January 2023 09:19
**To:** [redacted]
**Subject:** [EXTERNAL] RE: EXT: Design Principles Matrix

Warning: email from outside of MVDC - if in any doubt do not open links or attachments, or carry out requested actions

---

Good morning [redacted]

Thank you for your email and sending across your completed design principle matrix.

The dates for the next engagement workshops in which we discuss the outcome of the collective responses are as follows:

# EXT: RE: EXT: RE: 2023-02-27 419347 Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation Rushmoor BC

[redacted]

Thu 09/02/2023 14:08

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Many thanks for getting back to me and confirming receipt of our response at this stage.

Natural England look forward to hearing further from you as the plans proceed.

Kind regards,

[redacted]
Sustainable Development Lead Adviser
Thames Solent Area Team | Natural England
www.gov.uk/natural-england

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 09 February 2023 13:59
**To:** [redacted]
**Subject:** RE: EXT: RE: 2023-02-27 419347 Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation Rushmoor BC

Good afternoon [redacted]

Thank you for your email response and I hope that you are well.

I have noted that you do not wish to attend the engagement workshops however we will be sure to carry on including you within all engagement. Once the next workshops have completed, I will be sending across the slides that were used and information on the next steps going forward.

Should you have any questions at any point then please do not hesitate to get in touch.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

Our privacy notice can be accessed at www.farnboroughairport.com/legal/privacy-notice

This communication and the information it contains, is intended only for the person(s) and/or organisation(s) to whom it is addressed and may contain information that is confidential, legally privileged and protected by law. If the reader of this message is not the intended recipient or an authorised representative, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please notify our DPO immediately by forwarding the email to dpo@farnboroughairport.com and delete the message and attachments from your system.

---

**From:** [redacted]
**Sent:** 08 February 2023 16:57
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Cc:** [redacted]
**Subject:** EXT: RE: 2023-02-27 419347 Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation Rushmoor BC

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/ Madam,

Consultation - **Farnborough Airport - Design Principle Feedback & Phase 2 Engagement Workshop Invitation.**
Our ref - [redacted]

**Natural England do not feel that we need to attend the workshops**. Although, we would like to be kept well informed as the project develops in case our involvement may be required.

We would like to be kept informed due to the close proximity of the airport to component parts of the Thames Basin Heaths Special Protection Area (SPA).

We thank you for notifying us of these planned engagement workshops and we look forward to hearing more as the project progresses.

Kind regards,

[redacted]
Sustainable Development Lead Adviser
Thames Solent Area Team | Natural England
www.gov.uk/natural-england

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 25 January 2023 15:58
**Subject:** Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

You don't often get email from fasi-s@farnboroughairport.com. Learn why this is important

Warning: The sender of this message could not be validated. Please use caution when opening any message content such as attachments or links

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA

# EXT: RE: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Fri 10/02/2023 09:08

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/Madam,

On behalf of my colleague [redacted] please can I attend the workshop on the 2nd March if there is still space available?

Please do let me know if this is possible.

Kind regards,

[redacted]

[redacted]
Assistant Planning Adviser.
London, South East, Midlands and East of England.

☎ [redacted]

✉ [redacted]

LSE: National Trust Micheldever Hub, 4 Warren Farm Barns, Andover Road, Micheldever Station, Winchester, SO21 3FL.

MEE: National Trust Office, Roundhouse, 1 Sheepcote Street, Birmingham, B16 8AE

National Trust

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 25 January 2023 15:58
**Subject:** Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

Caution, this email originates outside of National Trust.

---

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

During those workshops we developed an initial long list of suggested design principles with the stakeholders who attended and have been seeking feedback from our all stakeholders on that list. There is still time to provide feedback on that list, the deadline is COP on **Friday 27th January 2023** (please let us know if you need more time), we have attached the matrix we developed and would welcome your thoughts.

# Farnborough Airport - Design Principle Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 17/02/2023 14:37

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

During those workshops we developed an initial long list of suggested design principles with the stakeholders who attended and have been seeking feedback from our all stakeholders on that list.

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- Thursday 2nd March: 10:00 to 12:00 (Online via TEAMS)
- Friday 3rd March: 10:00 to 12:00 (F2F at Rushmoor Borough Council Offices)

Each workshop will have 30 spaces available and so will be on a first come first serve basis.

Please let us know which workshop you would like to attend by **Monday 27th February 2023**. If you have any questions, please get in touch with the team at fasi-s@farnboroughairport.com.

Kind Regards,

# Farnborough Airport - Design Principle Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 17/02/2023 14:46

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA

Portal here.

During those workshops we developed an initial long list of suggested design principles with the stakeholders who attended and have been seeking feedback from our all stakeholders on that list.

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- Friday 3rd March: 10:00 to 12:00 (F2F at Rushmoor Borough Council Offices)

Each workshop will have 30 spaces available and so will be on a first come first serve basis.

Please let us know which workshop you would like to attend by **Monday 27th February 2023**. If you have any questions, please get in touch with the team at fasi-s@farnboroughairport.com.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

Our privacy notice can be accessed at www.farnboroughairport.com/legal/privacy-notice

This communication and the information it contains, is intended only for the person(s) and/or organisation(s) to whom it is addressed and may contain information that is confidential, legally privileged and protected by law. If the reader of this message is not the intended recipient or an authorised representative, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please notify our DPO immediately by forwarding the email to dpo@farnboroughairport.com and delete the message and attachments from your system.

# Farnborough Airport - Design Principle Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 17/02/2023 14:20

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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# Farnborough Airport - Design Principle Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 17/02/2023 14:50

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
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# Farnborough Airport - Design Principle Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 17/02/2023 14:58

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

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# Farnborough Airport - Design Principle Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 17/02/2023 14:30

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Design Principle Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 17/02/2023 14:34

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Design Principle Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 17/02/2023 14:55

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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Please let us know which workshop you would like to attend by **Monday 27th February 2023**. If you have any questions, please get in touch with the team at fasi-s@farnboroughairport.com.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Design Principle Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 17/02/2023 14:42

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport - Design Principle Workshop Invitation

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Fri 17/02/2023 15:04

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# EXT: Re: Farnborough Airport - Design Principle Workshop Invitation

[redacted]

Fri 17/02/2023 18:26

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to attend the first workshop on Wednesday 1st March from 17:00 to 19:00 .

Regards

[redacted]

[redacted]
Waverley Borough Council - Hindhead Ward
[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** Friday, February 17, 2023 2:30 PM
**Subject:** Farnborough Airport - Design Principle Workshop Invitation

**[** This email originates from an external source **]**

---

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]

# EXT: Re: Farnborough Airport - Design Principle Workshop Invitation

[redacted]

Mon 20/02/2023 06:47

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello [redacted]
I would prefer to attend the 3rd March.

[redacted]
Crondall Parish Council

On Fri, 17 Feb 2023 at 14:20, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

> Dear Stakeholder,
>
> Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.
>
> During those workshops we developed an initial long list of suggested design principles with the stakeholders who attended and have been seeking feedback from our all stakeholders on that list.
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> Following analysis of the feedback received; we will create a single list of Design Principles we propose to use for this airspace change. We will be holding further workshops to present the feedback we received from stakeholders and to gather your opinions on our proposed design principles. There are 3 workshops to choose from:
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>
> Each workshop will have 30 spaces available and so will be on a first come first serve basis.

# EXT: Re: Farnborough Airport - Design Principle Workshop Invitation

[redacted]

Mon 20/02/2023 08:49

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Thank you for this message. I would like to attend the meeting on Friday 3rd March at the Council Offices.

[redacted] BVFoE coordinator

------ Original Message ------
From: "FASI-S Farnborough Airport" <fasi-s@farnboroughairport.com>
To:
Sent: Friday, 17 Feb, 23 At 2:20 PM
Subject: Farnborough Airport - Design Principle Workshop Invitation

Dear Stakeholder,
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Please let us know which workshop you would like to attend by **Monday 27th February 2023**. If you have any questions, please get in touch with the team at fasi-s@farnboroughairport.com.
Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# EXT: RE: Farnborough Airport - Design Principle Workshop Invitation

[redacted]
Tue 21/02/2023 07:22

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]
Could both I and [redacted] be invited to attend the session on 2 March.
One of us will attend to represent Gatwick Airport.
Regards
[redacted]

[redacted]
Gatwick Airport
[redacted]

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 17 February 2023 15:04
**Subject:** [EXTERNAL SENDER] Farnborough Airport - Design Principle Workshop Invitation

***CYBER AWARE* - Caution, this is an external email. Unless you recognise the sender and know the content is safe, *do not* click links or open attachments***

Dear Stakeholder,

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Please let us know which workshop you would like to attend by **Monday 27th February 2023**. If you have any questions, please get in touch with the team at fasi-s@farnboroughairport.com.

Kind Regards,

[redacted]

# EXT: Re: EXT: RE: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

[redacted]

Thu 23/02/2023 08:32

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning [redacted]

If there is remaining space. Please can I register my attendance at the F2F meeting on Friday 3rd March. I will be representing Lasham Gliding Society Ltd/Lasham Aerodrome as per the Phase One process that I attended.

Kind Regards

[redacted]
Deputy Chief Flying Instructor
Lasham Gliding Society Ltd
[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 30 January 2023 09:42
**To:** [redacted]
**Subject:** RE: EXT: RE: Farnborough Airport- Design Principle Feedback & Phase 2 Engagement Workshop Invitation

NOTE: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning [redacted]

Thank you for your email and sending across your completed design principle matrix.

The dates for the next engagement workshops in which we discuss the outcome of the collective responses are as follows:

- Wednesday 1st March: 17:00 to 19:00 (Online via TEAMS)
- Thursday 2nd March: 10:00 to 12:00 (Online via TEAMS)
- Friday 3rd March: 10:00 to 12:00 (F2F at Rushmoor Borough Council Offices)

Each workshop will have 30 spaces available and so will be on a first come first serve basis.

Please let us know which workshop you would like to attend by **Monday 27th February 2023**. If you have any questions, please get in touch.

Kind Regards,

[redacted]

**From:** [redacted]
**Sent:** 28 February 2023 12:51
**To:** [redacted]
**Subject:** EXT: RE: EXT: RE: Farnborough Airport - Design Principles and Workshop Invitation [UNC]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Thanks

[redacted]

**From:** [redacted]
**Sent:** 28 February 2023 12:32
**To:** [redacted]
**Subject:** RE: EXT: RE: Farnborough Airport - Design Principles and Workshop Invitation [UNC]

[redacted]

No problem at all!

Sorry for the delay in response as I had to go into a meeting.

I have now reserved a place for you on the engagement workshop being held on **Wednesday 1st March, 17:00-19:00 via TEAMS.** Please find the link for the meeting below:

[redacted]

We look forward to seeing you there.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]

# EXT: RE: Farnborough Airport - Design Principle Workshop Invitation

[redacted]

Tue 28/02/2023 10:18

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning [redacted]

Apologies for my late reply, is it possible for me to book two spaces to the F2F session on Friday?

Regards,

[redacted]

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 17 February 2023 14:50
**Subject:** Farnborough Airport - Design Principle Workshop Invitation

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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# EXT: RE: Farnborough Airport - Design Principle Workshop Invitation

[redacted]
Wed 01/03/2023 16:22

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello [redacted]

Thank you for the invitation. However, as I am only here 3 days per week and we have a huge backlog at the moment [very limited staff resources] I am going to have to miss the Workshop.

However, I'm confident you have a reasonable understanding of this AONB's position from our previous correspondence, and will take it into account.

Regards [redacted]

[redacted]
Principal Landscape & Planning Officer (part-time, Mon-Wed)
Cranborne Chase Area of Outstanding Natural Beauty
Cranborne Chase AONB Office, Rushmore Farm, Tinkley Bottom, Tollard Royal, Wiltshire, SP5 5QA
[redacted]
Hosted by Wiltshire Council
**Click to get our web site and AONB Management Plan**
**14th International Dark Sky Reserve in the World**; Dark Night Skies

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 17 February 2023 14:59
**Subject:** Farnborough Airport - Design Principle Workshop Invitation

Dear Stakeholder,

Thank you very much to those of you were able to attend our workshops on Design Principles for our new airspace change proposal in December 2022. Further information on our proposal is available on the CAA Portal here.

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- Friday 3rd March: 10:00 to 12:00 (F2F at Rushmoor Borough Council Offices)

Each workshop will have 30 spaces available and so will be on a first come first serve basis.

# EXT: Re: EXT: Re: EXT: Re: Farnborough Airport - Design Principle Workshop Invitation

[redacted]
Wed 01/03/2023 21:06

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Thank you.

The gentleman's name is [redacted] He is a professional pilot and so may be called away on Friday, though we hope not.

Regards.

[redacted]

On 1 Mar 2023, at 14:20, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

[redacted]

Of course, no problem at all.

Could you please confirm the name of your colleague and I will arrange reserving a place?

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com
<image001.png>
Our privacy notice can be accessed at www.farnboroughairport.com/legal/privacy-notice

This communication and the information it contains, is intended only for the person(s) and/or organisation(s) to whom it is addressed and may contain information that is confidential, legally privileged and protected by law. If the reader of this message is not the intended recipient or an authorised representative, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please notify our DPO immediately by forwarding the email todpo@farnboroughairport.com and delete the message and attachments from your system.

---

**From:** [redacted]
**Sent:** 01 March 2023 12:26
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: Re: EXT: Re: Farnborough Airport - Design Principle Workshop Invitation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

May I bag another space at the meeting for a colleague, please?

Regards.

[redacted]

On 27 Feb 2023, at 08:46, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

Good morning [redacted]

Thank you for your email response.

I can confirm that I have reserved a place for you on **Friday 3rd March, 10:00-12:00** at the F2F workshop we are holding at Rushmoor Borough Council offices.

We look forward to seeing you there.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com
<image001.png>
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---

**From:** [redacted]
**Sent:** 25 February 2023 13:23
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: Re: Farnborough Airport - Design Principle Workshop Invitation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the note.

I would like to attend the physical meeting on 3 March.

Regards.

[redacted]

## EXT: FASI workshop

[redacted]

Thu 02/03/2023 09:15

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Apologies for being so slow to respond.

I just wanted to see if I could join the FASI workshop tomorrow morning (Friday 3rd March) at RBC offices, if there are still any seats available?

Best wishes,

[redacted]

FACC rep for Fleet and Church Crookham Society

# EXT: RE: EXT: RE: EXT: Design principles consultation response from WBC

[redacted]
Thu 02/03/2023 10:56

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Please accept my apologies for the very late response, I won't be able to attend the session today/tomorrow due to some personal circumstances. I'm aware there is another opportunity to submit comments this month. Please can you forward me the presentation material as before, as I am still interested making a submission.

Kind regards

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 02 March 2023 10:06
**To:** [redacted]
**Subject:** RE: EXT: RE: EXT: Design principles consultation response from WBC

Good morning [redacted]

We have just started the TEAMS call for the engagement workshop and just wanted to see if you would be attending?

If not, would you like to re-arrange for the last workshop being held tomorrow? (This will be a F2F meeting).

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Request for Phase 2 Feedback & reminder emails

# Pages 214-237

# Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 07/03/2023 13:15

Bcc: [redacted]

Dear Stakeholder,

Thank you very much to those of you were able to attend our second round of workshops between 1st to the 3rd March 2023 on Design Principles for our new airspace change proposal. Further information on our proposal is available on the CAA Portal here.

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During the workshops, some stakeholders suggested changes to our proposed design principles, some of which we have incorporated in the list, you can see the original version alongside proposed changes in the presentation. We would now welcome your feedback on that list of design principles.

Please let us have your feedback by COP on **Friday 31st March 2023**. We have also provided an updated FAQ document, with some of the questions we have received over the course of our engagement so far.

Following analysis of your feedback, Farnborough Airport will then form the final list of design principles for this airspace proposal. This list, along with all our engagement material and the feedback we have received will form part of our Stage 1 submission documents and be submitted to the CAA in April, for a May 2023 gateway.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | D[redacted]
www.farnboroughairport.com

# Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 07/03/2023 13:04

Bcc: [redacted]

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 07/03/2023 13:09

Bcc: [redacted]

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 07/03/2023 12:59

Bcc: [redacted]

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 07/03/2023 13:00

Bcc [redacted]

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[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 07/03/2023 13:13

Bcc: [redacted]

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[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 07/03/2023 13:08

Bcc: [redacted]

2 attachments (1,001 KB)
FAL_DP_Phase2_Final_1.0 (1).pdf; FAQ_V2.0(Mar23).pdf;

Dear Stakeholder,

Thank you very much to those of you were able to attend our second round of workshops between 1st to the 3rd March 2023 on Design Principles for our new airspace change proposal. Further information on our proposal is available on the CAA Portal here.

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 07/03/2023 12:56

Bcc: [redacted]

2 attachments (1,001 KB)

FAL_DP_Phase2_Final_1.0 (1).pdf; FAQ_V2.0(Mar23).pdf;

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 07/03/2023 13:06

Bcc: [redacted]

2 attachments (1,001 KB)

FAL_DP_Phase2_Final_1.0 (1).pdf; FAQ_V2.0(Mar23).pdf;

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Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
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# Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Tue 07/03/2023 13:02

Bcc: [redacted]

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[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Reminder: Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 29/03/2023 14:01

Bcc: [redacted]

Dear Stakeholder,

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Reminder: Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 29/03/2023 13:48

Bcc: [redacted]

Dear Stakeholder,

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Farnborough Airport | [redacted]
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# Reminder: Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 29/03/2023 13:55

Bcc: [redacted]

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
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# Reminder: Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 29/03/2023 13:43

Bcc: [redacted]

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[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

# Reminder: Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 29/03/2023 13:45

Bcc: [redacted]

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Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

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# Reminder: Farnborough Airport - Request for Feedback - Design Principles

FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Wed 29/03/2023 13:58

Bcc: [redacted]

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Wed 29/03/2023 13:53

Bcc: [redacted]

[redacted]ic

[redacted]

2 attachments (1,001 KB)

FAL_DP_Phase2_Final_1.0 (1).pdf; FAQ_V2.0(Mar23).pdf;

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FARNBOROUGH AIRPORT

# FARNBOROUGH AIRPORT FASI-S AIRSPACE CHANGE PROPOSAL

## ACP-2022-038

## APPENDIX C

## STAKEHOLDER ENGAGEMENT MATERIAL

APRIL 2023

FARNBOROUGH AIRPORT AHEAD OF THE CURVE

# Airspace Modernisation Airspace Change Proposal

## CAP1616 Stage 1 Engagement – Design Principles

Phase 1 Workshops – December 2022

# Welcome & Introductions

FARNBOROUGH AIRPORT

Farnborough Airport would like to thank you for taking the time to attend this workshop.

We are in the very early stages of our new Airspace Modernisation Airspace Change Proposal and would like to introduce you to the team we have working on it.

This workshop is about the new Airspace Modernisation Airspace Change Proposal only, if you have any questions or points about current day operations or the Post-Implementation Review for the existing airspace change proposal, please contact Farnborough Airport separately.

# Agenda

FARNBOROUGH AIRPORT

- UK Airspace Modernisation Strategy (AMS)
- Airspace Change Organising Group (ACOG)
- CAP1616
- What is a design principle & how are they used
- Farnborough Airport's AMS airspace change proposal
- Existing airspace arrangement

**BREAK**

- Interactive design principles discussion
- Next steps

# UK Airspace Modernisation Strategy

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In response to tasking from the Department of Transport (DfT), the Civil Aviation Authority published the Airspace Modernisation Strategy in December 2018 . The new strategy sets out the ways, means and ends of modernising airspace, through initiatives that will modernise the design, technology and operations of airspace.

These include the removal of all fixed routes in upper airspace so aircraft can fly fully optimised routes, a fundamental redesign of the terminal route network using precise and flexible satellite navigation and the focus on electronic surveillance solutions to improve safety and enable better integration of all airspace users.

The overall objective for airspace modernisation is to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace.

Department for Transport

Civil Aviation Authority

# ACOG

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Following the publication of the AMS, the aviation industry is working together to deliver airspace modernisation through a coordinated programme.

More than 20 UK airports and NATS are involved in the delivery of this national programme of airspace change, which is being co-ordinated by the Airspace Change Organising Group (ACOG).

Airports are responsible for designing the arrival and departure routes that support their operations from the ground to around 7000ft. They also take responsibility for the way the airspace is used and developed in this lower portion of airspace.

NATS is responsible for the route network, and for the way the airspace is used and developed above 7000ft. NATS is also responsible for re-designing the airspace above 7000ft.

Farnborough Airport was recently accepted by ACOG and the CAA to join the co-ordinated airspace modernisation programme.

**Airports involved in the programme**

# CAP1616

Every organisation that sponsors an ACP must follow the regulatory process for changing the airspace design, including community engagement requirements, known as CAP1616.

CAP1616 was first published in December 2017 and sets out the process for developing airspace options. This involves engaging with affected stakeholders, evaluating the impacts of options, consulting with the public, regulatory approval and implementation.

It is split into 7 stages and the outputs of each stage are reviewed by the CAA to ensure the engagement and analysis is robust, prior to moving to the next stage.

Farnborough Airport are currently in Stage 1 and have completed Step 1A, which is an Assessment Meeting with the CAA and the creation of a Statement of Need for this proposal. Details from the Assessment Meeting can be found here on the CAA Portal.

Farnborough Airport are now in Step 1B – Design Principles.

# What is a design principle?

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Design Principles are the objectives that the airport seeks to achieve through the airspace change and help the airspace designers to create and compare different flight path options.

Design principles include policy, safety, environmental (including noise) and operational factors. Some of these are core requirements that we need to include, such as Government policy, but there are other options and trade-offs to choose between when designing future flight paths.

The design principles must also consider local context for the airspace change and take account of priorities within the area affected. Design principles will therefore be drawn up through discussion with a mix of stakeholders that are potentially affected by the airspace change.

**This stage of the CAP1616 process is your opportunity to help us develop the design principles for this airspace change.**

The design principles will be used later in the process to guide how the airspace change options are developed and evaluated.

# How are design principles used?

FARNBOROUGH AIRPORT

Design principles can usually be grouped into more broad themes, based around some fundamentals, such as:

- Safety
- Policy
- Noise
- Environment
- Airspace and Aircraft Capabilities/Technology

They also consider operational performance.

During our engagement with a wide-range of stakeholders **we will aim to identify common priorities**. The CAA acknowledges that unanimous agreement of the principles is unlikely and that some design principles may be prioritised over others, and some may contradict each other.

The design options are only evaluated against the design principles in Stage 2A, after that, all formal appraisals are assessed against policy. However, design principles provide a framework for assessing design options at the earliest stage of the design process and ensuring that local priorities are accounted for.

# Farnborough Airport's ACP

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## Statement of Need

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

FARNBOROUGH AIRPORT

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

FARNBOROUGH AIRPORT

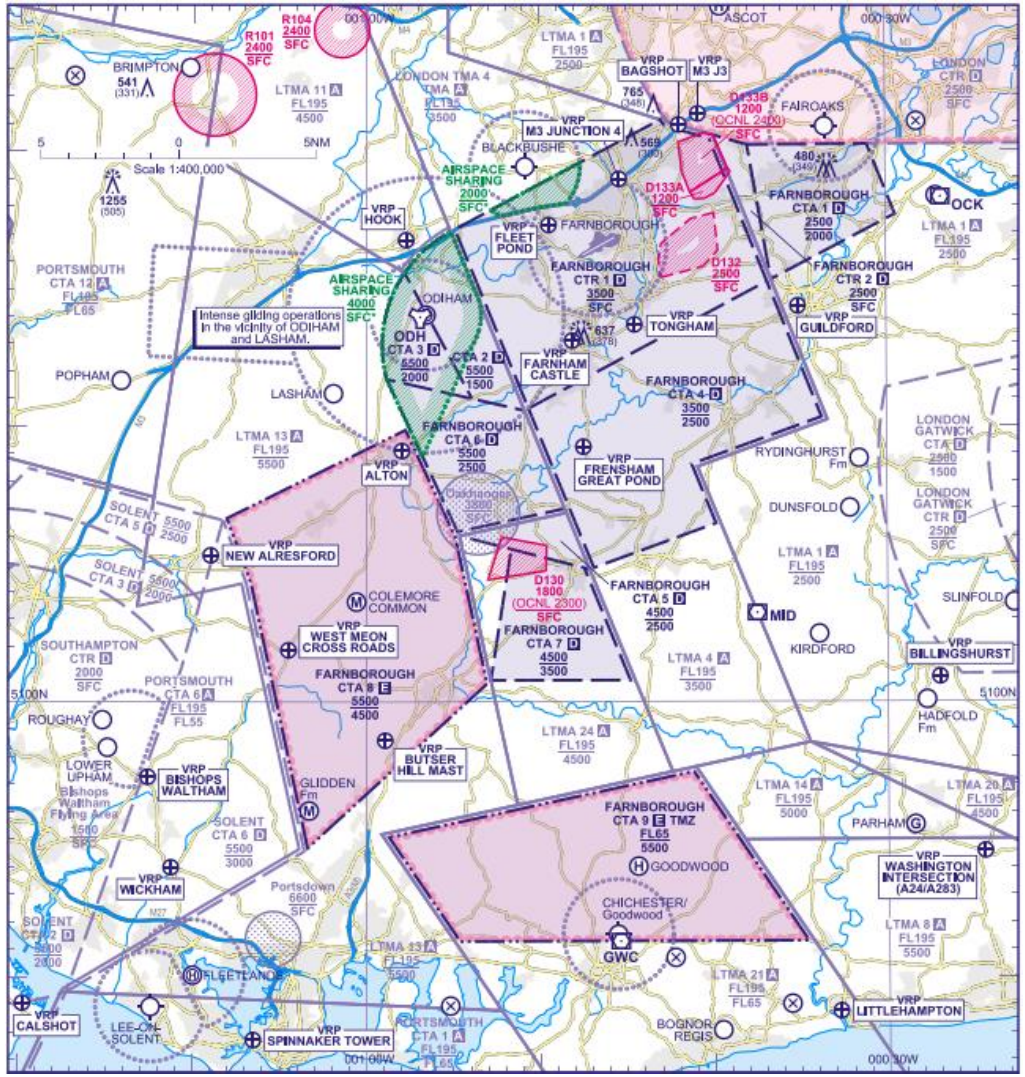
All the major airports surrounding Farnborough (including Heathrow, Gatwick and Southampton) are participating in the FASI South programme and proactively coordinating their ACPs with NERL to modernise the airspace and improve the vertical and lateral profiles of their routes. To integrate the outputs 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 $CO_2$ 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.

Farnborough Airport has been accepted into the Masterplan by ACOG & the CAA, more details can be found here.

# Existing Airspace Arrangements

FARNBOROUGH AIRPORT




The airspace around Farnborough is incredibly complex.

This is due to a large number of airports (military and civil), airfields and airspace activities in the area.

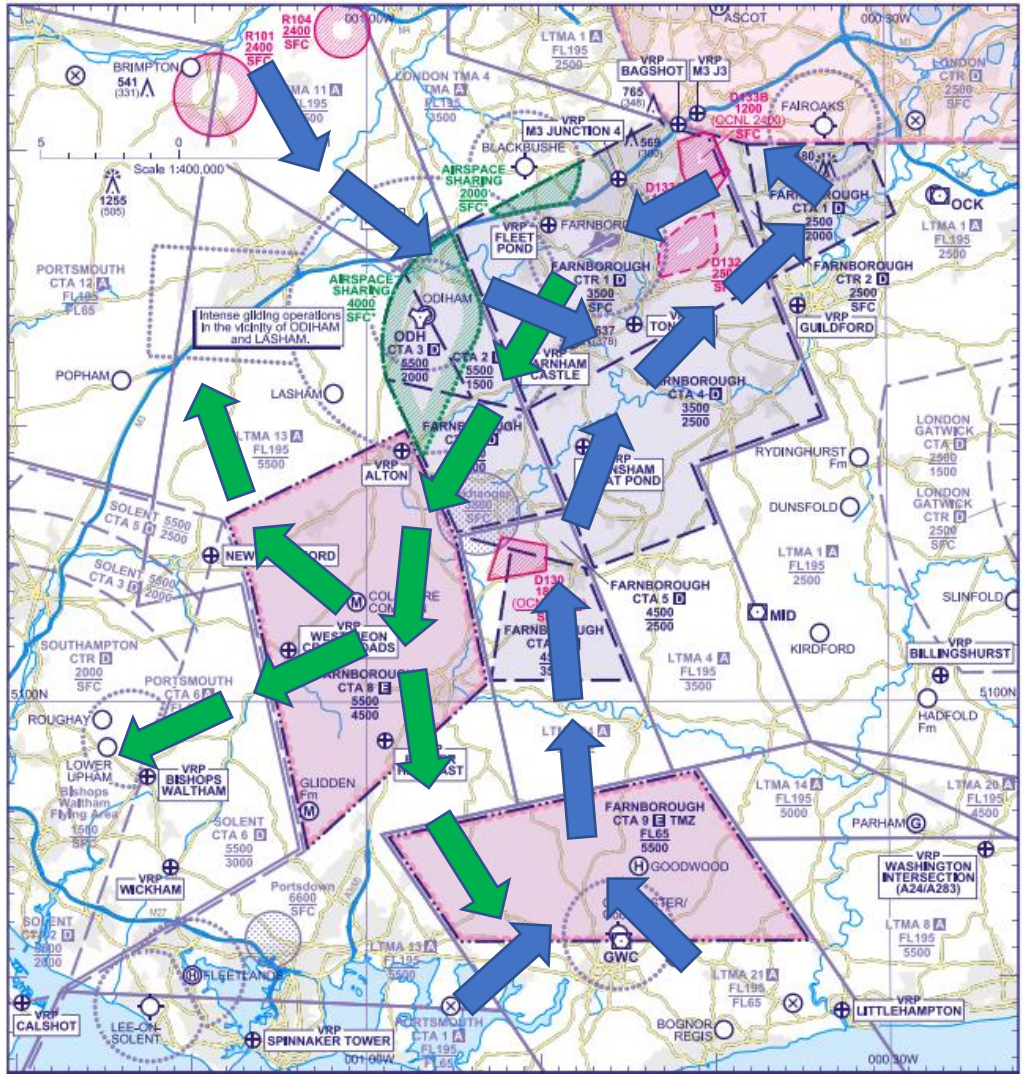
The existing airspace design, implemented in 2020, sought to minimise the impact on all the surrounding airspace users and communities to the greatest extent possible, whilst still providing the protection of Controlled Airspace to Farnborough's customers.

Farnborough's airspace design and its operation is heavily constrained by what is happening at the surrounding airports, especially Heathrow and Gatwick.

**Significantly changing traffic flows to and from other airports was not within scope of Farnborough's last airspace change.**

# Existing Airspace Arrangements

FARNBOROUGH AIRPORT

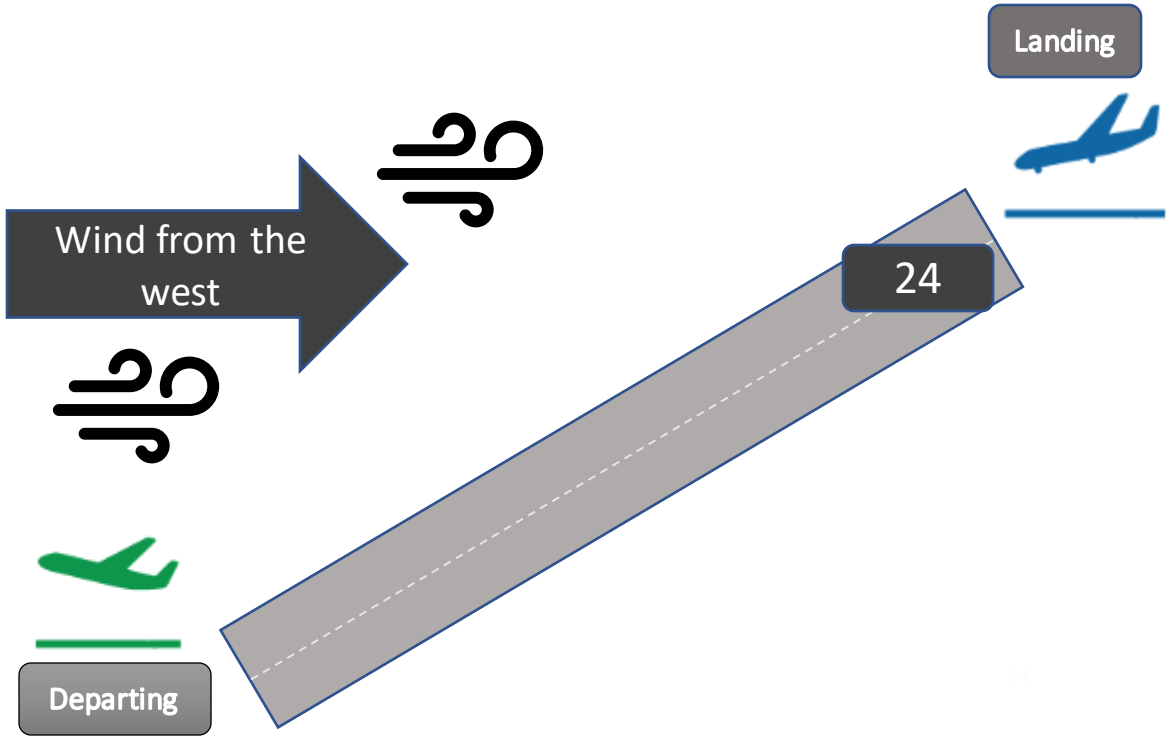



When the wind blows from the West, Runway 24 is in operation.

This is approximately 70% of the time.

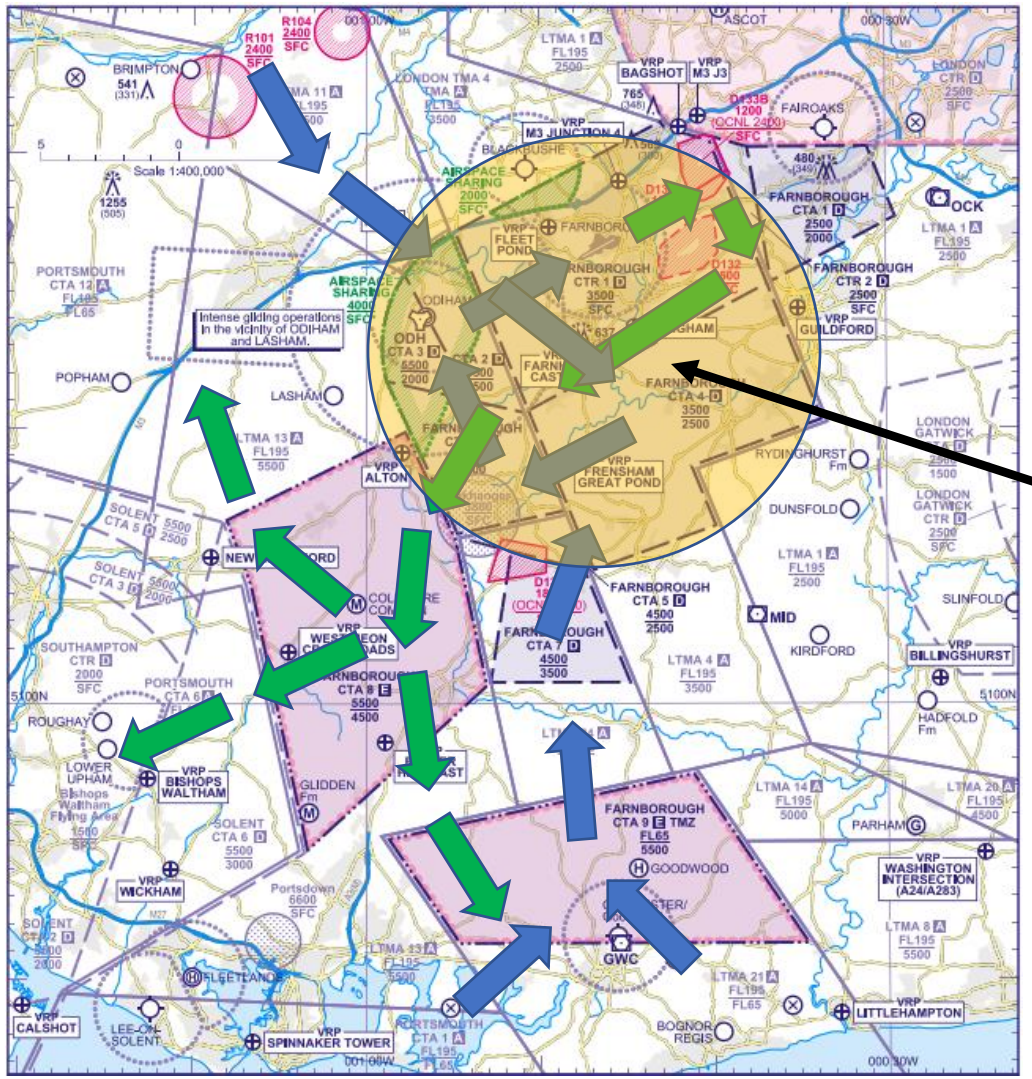
Arrivals

Departures



# Existing Airspace Arrangements

FARNBOROUGH AIRPORT



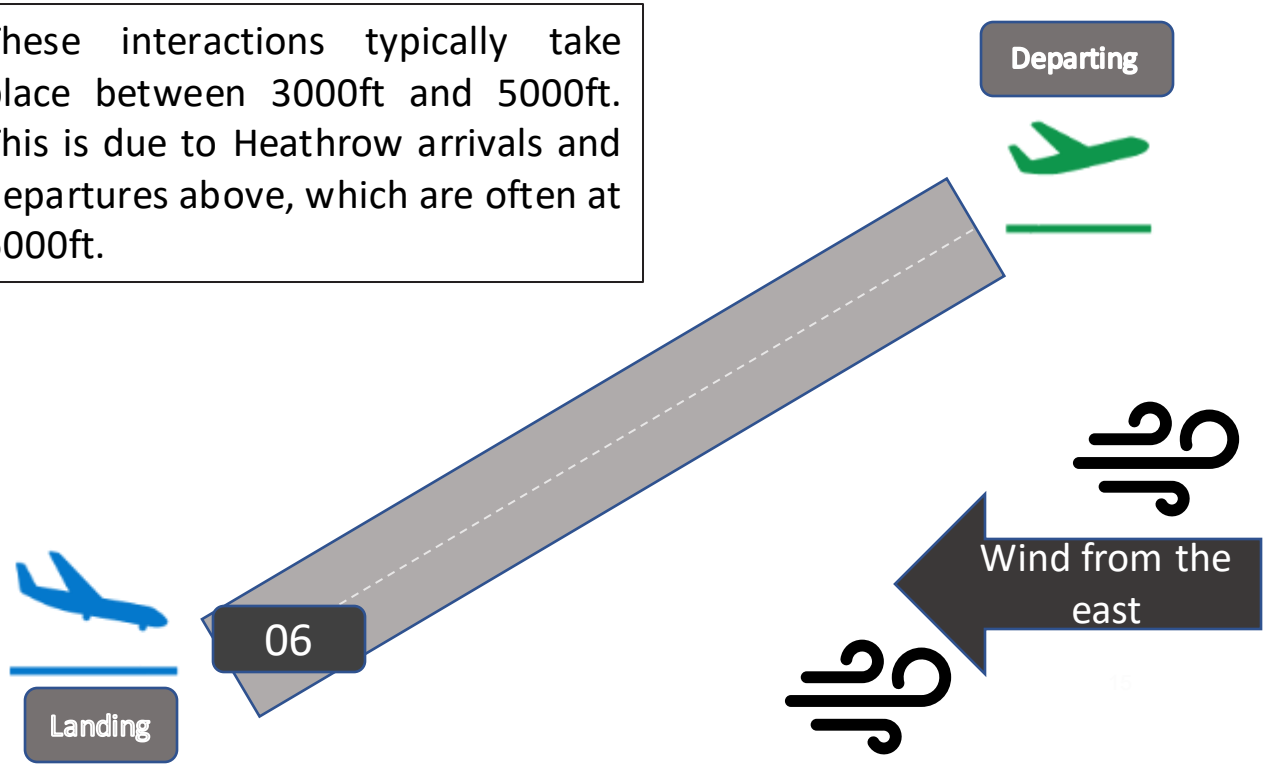

When the wind blows from the East, Runway 06 is in operation.

This is approximately 30% of the time.

Arrivals

Departures

These interactions typically take place between 3000ft and 5000ft. This is due to Heathrow arrivals and departures above, which are often at 6000ft.



# What's different this time?

Heathrow, Gatwick, Southampton and NATS are also modernising their airspace.

Crucially, Heathrow are re-designing their flight paths with a view to enabling their departures to climb continuously above 6,000ft. If this is realised, this could provide Farnborough with the opportunity to climb departures higher, sooner and/or keep their arrivals higher for longer.

The result could be less noise, less $CO_2$ emissions and less Controlled Airspace.

**Expectation Management!**

- Heathrow is not moving and their departures can only climb so fast!
- Other airfields and airspace users' operations (e.g. Odiham, Lasham, Blackbushe, Fairoaks, Goodwood, Parham, Gatwick……) must still be catered for.

FARNBOROUGH AIRPORT AHEAD OF THE CURVE

# Break

# Design Principle Themes

FARNBOROUGH AIRPORT

## For Discussion - Safety

- Airspace change can be considered as an opportunity to enhance safety performance, by reducing and even removing risks from the operation.
- The airspace design **must** meet or exceed all relevant national and international safety standards.

**Examples of Safety Design Principles**

- Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change (Southampton)
- Must be safe (Luton)
- Our new airspace design must be safe (Heathrow)

**What are your suggestions for a safety design principle?**

# Design Principle Themes

FARNBOROUGH AIRPORT

## For Discussion - Policy

- CAA has a mandatory design principle regarding policy;

*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 (CAP 1711) and any current or future plans associated with it.*

- The airspace design must be compliant with all relevant aviation policy, laws and regulation. This includes Air Navigation Guidance 2017.

**Are there any additional policies you would wish to see included?**

**Examples of Policy Design Principles**

- Must meet the 3 aims of the NPSe, Air Navigation Guidance 2017 and all appropriate Government aviation policies, and updates thereof (Luton)
- Must be in compliance with all laws and regulations (London City)
- Remain in accordance with the CAA's published Airspace Modernisation Strategy and any current or future plans associated with it and all other relevant UK policy, legislation and regulatory standards (for example, Air Navigation Guidance). This includes preventing any worsening of local air quality due to emissions from Heathrow's aircraft movements, to remain within local authorities' limits (Heathrow)

# Design Principle Themes

FARNBOROUGH AIRPORT

## For Discussion - Noise

- Government key environmental objectives in ANG17 state that developments in the aviation sector are to;
  - limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise

**Should we aim to avoid overflying new communities?**
**Should we aim to minimise the total population overflown?**
**Should we prioritise residential areas over parks and open spaces*?**

**Examples of Noise Design Principles**

- Use noise efficient operational practices to limit and, where possible, reduce adverse impacts from aircraft noise (Heathrow)
- Should avoid overflying the same communities with multiple routes, and take into account routes of other airports, below 7000ft (Luton)
- Should enable continuous climb/descent (Southampton & Luton)
- Keep the number of people who experience an increase in noise from the future airspace design to a minimum (Heathrow)

*ANG17 also states that routes below 7000ft should seek to avoid AONBs & National Parks

# Design Principle Themes

FARNBOROUGH AIRPORT

## For Discussion - Environment

- Government key environmental objectives in ANG17 state that developments in the aviation sector are to;
  - Minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality
- Routes that aim to avoid specific areas can increase track miles which increase $CO_2$ emissions.
- Trade offs?

**Examples of Environment Design Principles**

- Should minimise fuel and greenhouse gases (RAF Northolt)
- Should minimise air pollution in the local area from aircraft (London City)
- Minimise, and where possible, reduce aircraft emissions, the degradation in air quality and adverse ecological impacts (Southampton)
- Reduce the contribution to climate change from CO2 emissions and other greenhouse gas emissions arising from Heathrow's aircraft activities (Heathrow)

**What would you like to see included as a design principle?**

# Design Principle Themes

FARNBOROUGH AIRPORT

## For Discussion – Airspace and Aircraft Capabilities/Technology

- Advanced navigation standards enable routes to be designed with more precision and flexibility, to avoid noise sensitive areas and buildings.
- We should take advantage of improved profiles from adjacent airports, enabling more efficient profiles for Farnborough's traffic.

**What would you like to see included as a design principle?**

**Examples of Airspace Principles**

- Airspace design should adopt the most beneficial form of enhanced navigation standards for arrival and departure routes (Gatwick)
- Must enhance navigation standards by utilising modern navigation technology (London City)
- Should promote optimal network performance in collaboration with other airspace users (London City)
- Enable the efficiency of other airspace users operations (Heathrow)
- Should minimise the impact on other airspace users through;
  - Keeping CAS requirements to a minimum
  - Simple airspace boundaries
  - Allowing flexible use of airspace, where possible (Luton)

# Next Steps

Farnborough is engaging with a wide-range of stakeholders on design principles. On completion of our phase 1 engagement, we will collate the design principle suggestions from our stakeholders into a matrix and distribute it, along with these slides. As stakeholders, we would ask you to **complete the matrix and and add any additional design principle suggestions or feedback that you wish.**

Following the analysis of the completed matrices and the feedback, we will compose our draft design principles.
We will then re-engage with you and present our proposed, potentially prioritised list of design principles. You will have further opportunity to provide feedback during these sessions.

| Proposed by | Suggested DP | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered |
|---|---|---|---|---|---|---|---|
| Farnborough Airport | Must be safe | X | | | | | |
| CAA | Airspace Modernisation DP | | | x | | | |

Example Matrix

We will then produce our design principles submission for the CAA, which will include records of all our stakeholder engagement. This will be submitted to the CAA for the DEFINE gateway in May 2023.

**Once complete, please send the matrix and any additional feedback to fasi-s@farnboroughairport.com**
**The deadline for feedback is Friday 27 January 2023**

# Any Questions?

FARNBOROUGH AIRPORT

Please ask any questions you may have now, or alternatively you can email the team at fasi-s@farnboroughairport.com

**Farnborough Airport would like to thank you for your time today and welcome your feedback on the design principles.**

Once complete, please send the matrix and any additional feedback to fasi-s@farnboroughairport.com
The deadline for feedback is **Friday 27 January 2023**

FARNBOROUGH AIRPORT AHEAD OF THE CURVE

# Ahead of the Curve

FARNBOROUGH AIRPORT

Name..... Organisation/Representing.....

Attended Workshop (online or in-person) Yes/No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | | | | | | |
| | Workshop 3 | Should be an overall noise benefit | | | | | | | |
| | Workshop 3 | Disperse/share the noise | | | | | | | |
| | Workshop 3 | Should provide predictable respite | | | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| Airspace and Aircraft Capabilities/Technology | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | | | | | |
| | Workshop 3 | Consider flexible use of airspace | | | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
| | | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

FARNBOROUGH AIRPORT AHEAD OF THE CURVE

# Airspace Modernisation Airspace Change Proposal

## CAP1616 Stage 1 Engagement – Design Principles

Phase 2 Workshops – March 2023

# Welcome & Introductions

Farnborough Airport would like to thank you for taking the time to attend this workshop.

This workshop is about the new Airspace Modernisation Airspace Change Proposal only, if you have any questions or points about current day operations or the Post-Implementation Review for the existing airspace change proposal, please contact Farnborough Airport separately.

# Agenda

FARNBOROUGH AIRPORT

- Recap on Stage 1 process
- Summary of the Statement of Need for this proposal
- Recap of previous Phase 1 Engagement
- Summary of stakeholder feedback received
- Farnborough Airport's proposed Design Principles for your comment
- Discussion
- Next Steps

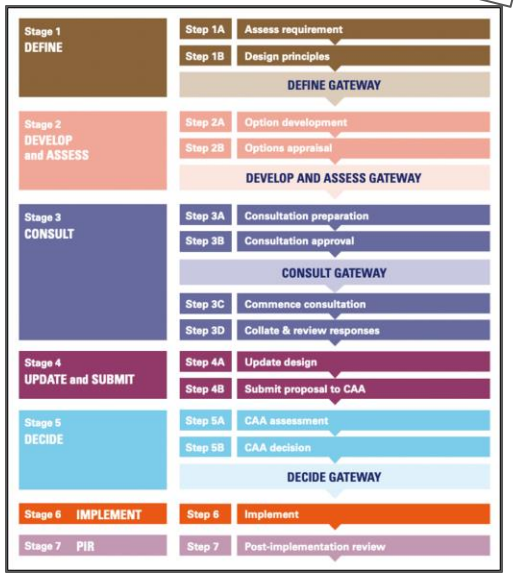
# Recap of Stage 1

Farnborough Airport has joined more than 20 airports in the UK, along with NATS, to meet the UK's Airspace Modernisation Strategy. This strategy, first published in 2018 and updated in 2023 sets out the ways, means and ends of modernising airspace, through initiatives that will modernise the design, technology and operations of airspace.

The overall objective for airspace modernisation is to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace.

The programme for this airspace change is being co-ordinated by the Airspace Change Organising Group (ACOG) and Farnborough was accepted by ACOG and the Civil Aviation Authority (CAA) to join the programme in September 2022 and will form part of the next Masterplan iteration.

To carry out an airspace change proposal, sponsors must follow the regulatory guidance set out by the CAA in CAP1616. CAP1616 is split into 7-stages, Farnborough Airport are currently in Stage 1B. Further details on Stage 1A can be found here, on the CAA Portal.




The CAA are currently carrying out a consultation regarding changes/updates to CAP1616

# Farnborough Airport's ACP

FARNBOROUGH AIRPORT

## Summary of the Statement of Need

- Farnborough recently implemented an ACP that pre-dates the Masterplan Iteration 2.

- 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 Descent 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.

# Farnborough Airport's ACP

FARNBOROUGH AIRPORT

## Summary of the Statement of Need

- 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.

Heathrow Stage 2 Gateway – August 2023
Gatwick Stage 2 Gateway – September 2023
Southampton – passed Stage 2 Gateway in February 2023

- 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 $CO_2$ emissions.

The full Statement of Need is available on the CAA Portal, here

# Recap of Phase 1 Engagement

FARNBOROUGH AIRPORT

In December 2022 Farnborough Airport carried out engagement with targeted stakeholders on Design Principles for this proposal.

We held workshops, both online and face-to-face and engaged with some stakeholders via email, to learn what elements are important to you, that can be incorporated into Design Principles.

**What is a Design Principle?**

- Objectives that the airport seeks to achieve through the airspace change and help the airspace designers to create and compare different flight path options.
- Includes policy, safety, environmental (including noise) and operational factors.
- Must also consider local context for the airspace change and take account of priorities within the area affected.

**How are Design Principles used?**

- The design options are only evaluated against the design principles in Stage 2A, after that, all formal appraisals are assessed against policy.
- However, design principles provide a framework for assessing design options at the earliest stage of the design process and ensuring that local priorities are accounted for.

# Summary of Phase 1 Engagement

Farnborough Airport held 4 engagement workshops, both online and face-to-face between 8-13th December 2022.

The result of these workshops was a long list of potential Design Principles **suggested by our stakeholders**.

This list was distributed to all stakeholders who had been invited to attend workshops, even if they had been unable to do so.

It was also emailed to additional industry stakeholders, such as National Air Traffic Management Committee (NATMAC) and other airports within the FASI-S programme.

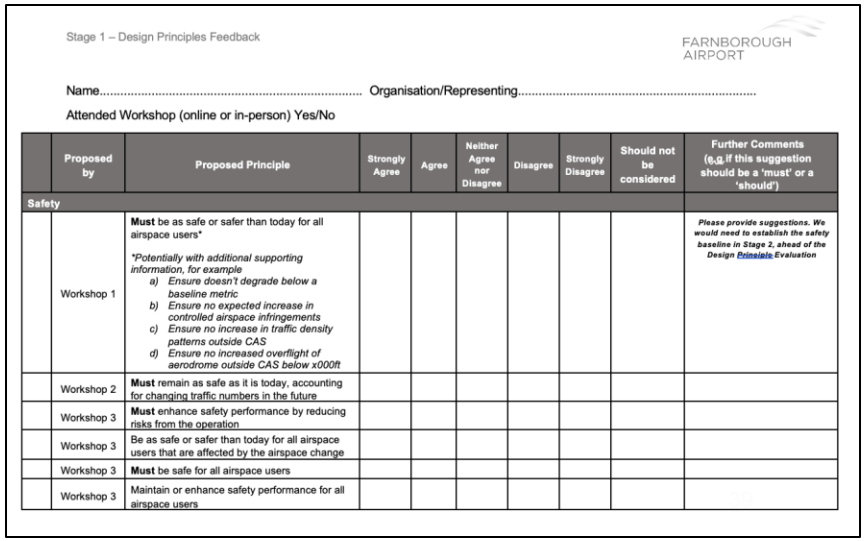
All stakeholders were given from 15 December 2022 to 27 January 2023 to provide Farnborough with feedback on the long list.

We also asked stakeholders for any further comments on the proposals and if they had any additional suggestions they would like to make.

Overall, we received feedback from 25 stakeholders/stakeholder organisations.

## Targeted Stakeholders

Local Authorities
Farnborough Airport Consultative Committee
Local Community Groups
AONBs & Environmental Groups
NATMAC
Aviation businesses based at Farnborough
MOD
Adjacent Airports & Airfields
Airspace Users – GA/Gliding Clubs/Microlight organisations etc



Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name..... Organisation/Representing.....

Attended Workshop (online or in-person) Yes/No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| Safety | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br>*Potentially with additional supporting information, for example<br>a) Ensure doesn't degrade below a baseline metric<br>b) Ensure no expected increase in controlled airspace infringements<br>c) Ensure no increase in traffic density patterns outside CAS<br>d) Ensure no increased overflight of aerodrome outside CAS below x000ft | | | | | | | Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | | | | | |
| | Workshop 3 | Be as safe or safer than today for all airspace users that are affected by the airspace change | | | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | | | | | | |

# Stakeholder Engagement Feedback

FARNBOROUGH AIRPORT

## Safety

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered |
|---|---|---|---|---|---|---|---|---|
| S1 | Workshop 1 | Must be as safe or safer than today for all airspace users*<br><br>*Potentially with additional supporting information, for example<br>a) Ensure doesn't degrade below a baseline metric<br>b) Ensure no expected increase in controlled airspace infringements<br>c) Ensure no increase in traffic density patterns outside CAS<br>d) Ensure no increased overflight of aerodrome outside CAS below x000ft | 15 | 7 | 1 | 1 | 1 | |
| S2 | Workshop 2 | Must remain as safe as it is today, accounting for changing traffic numbers in the future | 11 | 9 | 1 | 2 | 1 | 1 |
| S3 | Workshop 3 | Must enhance safety performance by reducing risks from the operation | 8 | 7 | 3 | 2 | 2 | 1 |
| S4 | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | 10 | 9 | 1 | 2 | 1 | 1 |
| S5 | Workshop 3 | Must be safe for all airspace users | 11 | 7 | 3 | 1 | | 1 |
| S6 | Workshop 3 | Maintain or enhance safety performance for all airspace users | 9 | 11 | 3 | 1 | | |
| S7 | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | 11 | 8 | 2 | 2 | | 1 |

- Stakeholders agreed that safety was an important factor for the airspace change.
- Received a range of views on the specifics.
- We have tried to incorporate elements of all the suggestions into our proposed design principle for safety.

# Proposed Design Principle

FARNBOROUGH AIRPORT

## Proposed Safety Design Principle:

Must be as safe or safer than today for all airspace users that are affected by the airspace change*

(*We will set out our methodology for assessing this in Stage 2 with a view to using data e.g., flight density plots/volume $nm^3$ of CAS, to support other qualitative assessments).

# Stakeholder Engagement Feedback

FARNBOROUGH AIRPORT

## Policy

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered |
|---|---|---|---|---|---|---|---|---|
| **P1** | CAA | 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 (CAP 1711) and any current or future plans associated with it. | 11 | 8 | 3 | 2 | | 1 |
| **P2** | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | 4 | 7 | 8 | 4 | 1 | 1 |
| **P3** | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | 9 | 11 | 3 | 2 | | |

- Range of views on the CAA design principle.
- Those highlighted with red/pink text have not been directly mentioned in our proposed list of design principles.
- P2 is already covered by Air Navigation Guidance 2017 and P3 is already CAA policy.

# Mandated Design Principle

FARNBOROUGH AIRPORT

## Policy Design Principle:

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.

# Stakeholder Engagement Feedback

FARNBOROUGH AIRPORT

## Noise

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered |
|---|---|---|---|---|---|---|---|---|
| N1 | Workshop 1 | Must enable improved vertical profiles compared to the baseline published SID/STAR levels | 7 | 5 | 9 | 2 | | |
| N2 | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | 4 | 12 | 5 | 1 | 1 | 1 |
| N3 | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | 2 | 10 | 9 | 4 | | |
| N4 | Workshop 2 | Avoid overflight of AONBs and National Parks | 4 | 8 | 13 | | | |
| N5 | Workshop 2 | Avoid overflight of rural areas with low ambient noise | 3 | 6 | 13 | 1 | | 1 |
| N6 | Workshop 3 | Avoid populations being newly overflown | 2 | 7 | 9 | 5 | 1 | |
| N7 | Workshop 3 | Should be an overall noise benefit | 5 | 14 | 6 | | | |
| N8 | Workshop 3 | Disperse/share the noise | 4 | 12 | 8 | | | |
| N9 | Workshop 3 | Should provide predictable respite | 2 | 13 | 9 | 1 | | |
| N10 | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | 1 | 11 | 7 | 3 | 1 | 1 |
| N11 | Workshop 3 | Steeper approaches and steeper climbs | 5 | 7 | 11 | | | 1 |
| N12 | Workshop 3 | Reduce the number of people affected by noise | 1 | 12 | 10 | 1 | | |
| N13 | Workshop 3 | Share the noise but minimise the impacts | 3 | 9 | 12 | 1 | | |
| N14 | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | 3 | 9 | 12 | | | 1 |
| N15 | Workshop 3 | Overfly parks/open spaces when it's dark | 2 | 4 | 13 | 2 | 2 | 2 |
| N16 | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | 4 | 9 | 11 | 1 | | |

- We have attempted to incorporate all these principles which aren't already captured in government policy in our Design Principles with the exception of:
- N4 & N14, because they are already covered by Air Navigation Guidance 2017.
- N5 because this one contradicts the other DPs and also contradicts Government Policy.
- N10 because we feel the most optimal design that we can get should be used by everyone. If we can achieve more optimal profiles, we would want them flown all the time.
- N15 because it wasn't strongly supported and would be potentially impossible to implement owing to constantly changing hours of darkness.

# Proposed Design Principles

FARNBOROUGH AIRPORT

## Proposed Noise Design Principles:

Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable:

a. a reduction in total population affected by noise below 7000ft
b. a reduction in $CO_2$ emissions per flight from Farnborough aircraft,
c. a reduction in the volume and where possible, complexity of Farnborough Airport's CAS
d. a reduction in the reliance on tactical intervention

Where lateral changes are required to achieve improved environmental and operational performance, options should:

a. deliver an overall reduction in flight plannable track miles
b. minimise populations newly overflown
c. avoid overflying the same communities with multiple routes to & from Farnborough Airport
d. avoid overflying the same communities with Farnborough's routes and those routes to & from other airports below 7000ft

# Stakeholder Engagement Feedback

FARNBOROUGH AIRPORT

## Environment

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered |
|---|---|---|---|---|---|---|---|---|
| **E1** | Workshop 1 | Must reduce $CO_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | 7 | 11 | 5 | 1 | | 1 |
| **E2** | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | 8 | 11 | 3 | 1 | | |
| **E3** | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g., best equipped = best served | 4 | 10 | 6 | 1 | 1 | 2 |
| **E4** | Workshop 3 | Must reduce the contribution to climate change from Farnborough's aircraft activities | 6 | 11 | 7 | 1 | | |
| **E5** | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | 6 | 8 | 9 | 1 | | 1 |

- We have attempted to incorporate all these principles which aren't already captured in government policy in our Design Principles with the exception of:

- E3, because we feel the most optimal design that we can get should be used by everyone. If we can achieve more optimal profiles, we would want them flown all the time.

# Proposed Design Principles

FARNBOROUGH AIRPORT

## Proposed Environment Design Principles:

Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable:

a. a reduction in total population affected by noise below 7000ft
b. a reduction in $CO_2$ emissions per flight from Farnborough aircraft,
c. a reduction in the volume and where possible, complexity of Farnborough Airport's CAS
d. a reduction in the reliance on tactical intervention

Where lateral changes are required to achieve improved environmental and operational performance, options should:

a. deliver an overall reduction in flight plannable track miles
b. minimise populations newly overflown
c. avoid overflying the same communities with multiple routes to & from Farnborough Airport
d. avoid overflying the same communities with Farnborough's routes and those routes to & from other airports below 7000ft

# Stakeholder Engagement Results

FARNBOROUGH AIRPORT

## Airspace and Aircraft Capabilities/Technology

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered |
|---|---|---|---|---|---|---|---|---|
| AA1 | Farnborough Airport | Must meet forecast demand for Farnborough Airport | 7 | 10 | 3 | 3 | | |
| AA2 | Workshop 1,2 | Must enable a reduction in the total volume of CAS | 5 | 5 | 9 | 3 | | |
| AA3 | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | 4 | 8 | 9 | | | 1 |
| AA4 | Workshop 1 | Must enable a reduction in workload per flight | 1 | 9 | 7 | 2 | | 2 |
| AA5 | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | 4 | 12 | 7 | | | |
| AA6 | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | 7 | 6 | 8 | 1 | | |
| AA7 | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | 1 | 6 | 12 | 2 | | 1 |
| AA8 | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | 3 | 8 | 8 | 1 | | 2 |
| AA9 | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | 4 | 7 | 9 | 1 | | 1 |
| AA10 | Workshop 3 | Consider use of different airspace classifications | 2 | 6 | 12 | | | 1 |
| AA11 | Workshop 3 | Consider flexible use of airspace | 5 | 9 | 7 | | | 1 |
| AA12 | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | 4 | 11 | 5 | | | 3 |
| AA13 | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | 4 | 5 | 9 | 1 | | 2 |
| AA14 | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | 1 | 8 | 10 | 1 | | 3 |

- We have attempted to incorporate all these principles which aren't already captured in government policy in our Design Principles with the exception of:

- AA10 and AA11, because these are refinements on the designs that could be determined through consultation. There are too many variables to consider at Stage 2 of the process which is to first understand the airspace design (constructs) available.

- AA14 because this is Farnborough's ACP. We will, of course, aim to enable benefit to Clutch airfields, but our objectives are focussed on Farnborough's operations.

# Proposed Design Principles

FARNBOROUGH AIRPORT

## Proposed Airspace and Aircraft Capabilities/Technology Design Principles:

Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable:

a. a reduction in total population affected by noise below 7000ft
b. a reduction in $CO_2$ emissions per flight from Farnborough aircraft
c. a reduction in the volume and where possible, complexity of Farnborough Airport's CAS
d. a reduction in the reliance on tactical intervention

Accommodate forecast demand for Farnborough Airport

Make best use of Farnborough's modern aircraft fleet capabilities

# Additional Suggestions from Stakeholders

| Additional Suggested Design Principle | Farnborough Response |
|---|---|
| Minimum impact to GA operations<br><br>Minimise impact on other airspace users | We believe this suggestion is covered by DP1, 2 and 4 |
| Maintain safe operations in and around the proposed airspace design | We believe this suggestion is covered by DP1 |
| Farnborough's design should aim to remove dependencies with Southampton ATC in order that the two airports can operate with the minimum of interactions. The arrival transitions and departure procedures shall be deconflicted from, and integrate with, the en-route network and Southampton Airport. | This suggestion has been partly incorporated into the proposed design principle list |

# Additional Feedback/Questions

We also had some additional questions and points raised in the feedback we received. Where possible, these will be incorporated into our evolving FAQ list and distributed to stakeholders.

All the feedback we received and how our design principles evolved will be available in our submission documents.

# Prioritisation of Design Principles

The outcome of our first round of engagement is the following shortlist of Design Principles which will help us in the development of our airspace design options and against which they can be qualitatively evaluated.

CAP1616 recognises that some of the design principles may contradict one another, and some may be prioritised over others.

Farnborough Airport have prioritised the following list of Design Principles.

# Farnborough Airports Proposed Design Principles

FARNBOROUGH AIRPORT

| | Proposed Design Principles (updated following Workshops 1-3 March 2023) |
|---|---|
| 1 | Must be as safe or safer than today for all ~~airspace users~~ stakeholders that are affected by the airspace change*<br><br>(*We will set out our methodology for assessing this in Stage 2 with a view to using data e.g., flight density plots outside CAS/volume $nm^3$ of CAS, to support other qualitative assessments.) |
| 2 | 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. |
| 3 | ~~Accommodate~~ Shall not constrain the ability to meet forecast demand for Farnborough Airport |
| 4 | Improve vertical profiles compared to the baseline published SID/STAR levels ~~below 7000ft,~~ to enable:<br>a. a reduction in total population affected by noise below 7000ft<br>b. a reduction in $CO_2$ emissions per flight from Farnborough aircraft,<br>c. a reduction in the volume and where possible, complexity of Farnborough Airport's CAS<br>d. a reduction in the reliance on tactical intervention |
| 5 | Aim to remove dependencies with ~~Southampton ATC~~ adjacent ATC units |
| 6 | Where lateral changes are required to achieve improved environmental and operational performance, options should:<br>a. deliver an overall reduction in flight plannable track miles<br>b. minimise populations newly overflown<br>c. avoid overflying the same communities with multiple routes to & from Farnborough Airport<br>d. avoid overflying the same communities with Farnborough's routes and those routes to & from other airports below 7000ft |
| 7 | Make best use of Farnborough's modern aircraft fleet capabilities |
| 8 | Ensure that Farnborough Clutch airways traffic can still be accommodated, as a result of the changes |

- During the workshops, we had changes suggested to our proposed list, some of which we have incorporated and are shown in red.
- We have shown the revised text alongside the old text, to request your feedback on this list, rather than the original list shown during the workshops.

# Next Steps

FARNBOROUGH AIRPORT

We would now welcome your feedback on our proposed list of design principles.

Please email any comments to the team at fasi-s@farnboroughairport.com
by COP **Friday 31 March 2023**.

Following analysis of the feedback Farnborough Airport will form the final list of design principles for this airspace change proposal.

This list, along with all the engagement material and the feedback we have received will form part of our Stage 1 submission document to the CAA.

This will be submitted to the CAA in April, for the DEFINE gateway in May 2023.

**Farnborough Airport would like to thank you for your time today.**

If you have any questions regarding this airspace change you can email the team at fasi-s@farnboroughairport.com

FARNBOROUGH AIRPORT AHEAD OF THE CURVE

# Ahead of the Curve

FARNBOROUGH AIRPORT

# FARNBOROUGH AIRPORT FASI-S AIRSPACE CHANGE PROPOSAL

## ACP-2022-038

## APPENDIX D

## STAKEHOLDER FEEDBACK

**VERSION 1.0**

# Phase 1 Feedback

# Pages 3-175

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name - [redacted] Organisation/Representing - British Gliding Association.

Attended Workshop (online or in-person) Yes

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | | | | X | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | | | X | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | | X | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | | | X | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | | | X | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | | | X | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | | | X | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | | | x | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | | x | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | | | x | | | See added DP |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | X | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | | x | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | x | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | x | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | x | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | | x | | | | |
| | Workshop 3 | Should be an overall noise benefit | | | x | | | | |
| | Workshop 3 | Disperse/share the noise | | | x | | | | |
| | Workshop 3 | Should provide predictable respite | | | x | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | x | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | x | | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | | x | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | x | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | x | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | x | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | x | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | | x | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | x | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | x | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | | x | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | x | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | See note | | | | | ‘justified forecast’ |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | x | | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | x | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | x | | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | x | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | x | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | x | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | x | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | x | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | x | | | | | |
| | Workshop 3 | Consider flexible use of airspace | | x | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport’s aircraft performance capabilities | | x | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | x | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | x | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
| | Minimum impact to GA operations | | | | | | | | |
| | Maintain safe operations in and around the proposed airspace design | | | | | | | | |
| | Proper analysis of overall airspace safety changes, ie based on modelling and evidence rather than purely subjective opinion | | | | | | | | |
| | Expectation that data used, particularly forecasts, will be verifiable including details of all assumptions | | | | | | | | |
| | Proper validation of forecast traffic levels | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Name. [redacted] Organisation/Representing **British Microlight Aircraft Association/Hampshire Microlight Flying Club**

Attended Workshop (online or in-person) Yes

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | x | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation***<br><br>Most preferred option with the addition of supporting information to enable specific evaluation. Also support additional information a, b and c. Not sure how d would/could be measured |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | | | x | | | Any design must be relevant to traffic numbers up to the existing cap – doesn't need to be respecified here |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | | | | | If adopted, requires a metric to measure this aspect |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | | | | | | Duplicated – see comment below against Workshop 4 proposal |
| | Workshop 3 | **Must** be safe for all airspace users | | | x | | | | Too general without a definition of 'safe' |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | | x | | | | Prefer proposal below, more specific in nature |
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | x | | | | | Preferred to the option above as it does specify CAT and GA – still need the safety metric |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | | x | | | | Seems we don't have any option but to include this one? Therefore should be a 'Must' |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | | | x | | This should be picked up in individual design principles in Noise and Environment sections |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | x | | | | | | Would say this is a 'Must'. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | x | | | | | | Through improving vertical profiles, a lot of the other suggestions below are also addressed (minimisation of noise, overall noise benefit etc) |
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | x | | | | | Agree specifically with a and b, in combination with the comment above (improved vertical profiles). |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | | x | | | Limits to using existing routings and overflying same populations – limits options and conflicts with proposed principle above * |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | x | | | | Nice to have. Precede by 'Where possible', but not 'Must' or 'Should' |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | x | | | | Nice to have. Precede by 'Where possible', but not 'Must' or 'Should' |
| | Workshop 3 | Avoid populations being newly overflown | | | | x | | | See comment above * |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Should be an overall noise benefit | | | x | | | | Too woolly |
| | Workshop 3 | Disperse/share the noise | | x | | | | | Better articulated in first two proposals from Workshop 1 above |
| | Workshop 3 | Should provide predictable respite | | | x | | | | Nice to have. Precede by 'Where possible', but not 'Must' or 'Should' |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | | x | | | By definition this is not predictable, and would also be complex in operation |
| | Workshop 3 | Steeper approaches and steeper climbs | x | | | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | | x | | | | Through implementation of 'Steeper approaches and steeper climbs' this is a natural outcome |
| | Workshop 3 | Share the noise but minimise the impacts | | x | | | | | Through implementation of 'Steeper approaches and steeper climbs' this is partly addressed by minimisation of impacts |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | x | | | | Nice to have. Precede by 'Where possible', but not 'Must' or 'Should' |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | x | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | x | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree** | **Disagree** | **Strongly Disagree** | **Should not** | **Further Comments** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | nor Disagree | | | be considered | (e.g if this suggestion should be a 'must' or a 'should') |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | x | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | x | | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | x | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | | x | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | x | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | x | | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | x | | | | | | Essential requirement, however should not reduce existing bases of CAS even if releasing |

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| | | | | | | | | | CAS elsewhere to contribute to an overall volume reduction |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority over simplification) | x | | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | x | | | | | This also relates to workload in GA flight – should be picked up in operating procedures |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | x | | | | | Similar to above for GA – pick up in operating procedures |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | x | | | | | | Poorer performing aircraft should be dealt with using operational exceptions, not catch all CAS |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | x | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | x | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | x | | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | x | | | | | | |
| | Workshop 3 | Consider flexible use of airspace | x | | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | x | | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | x | | | | | | Poorer performing aircraft should be dealt with using |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | operational exceptions, not catch all CAS |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | x | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Name: [redacted]

Organisation/Representing: Dubai Air Wing

Attended Workshop (online or in-person) Yes

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>• *Ensure doesn't degrade below a baseline metric*<br>• *Ensure no expected increase in controlled airspace infringements*<br>• *Ensure no increase in traffic density patterns outside CAS*<br>• *Ensure no increased overflight of aerodrome outside CAS below x000ft* | Yes | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | Yes | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Worksh op 3 | **Must** enhance safety performance by reducing risks from the operation | | Yes | | | | | |
| | Worksh op 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | Yes | | | | | |
| | Worksh op 3 | **Must** be safe for all airspace users | Yes | | | | | | |
| | Worksh op 3 | Maintain or enhance safety performance for all airspace users | Yes | | | | | | |
| | Worksh op 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | Yes | | | | | | |
| | **Propos ed by** | **Proposed Principle** | **Stron gly Agre e** | **Agr ee** | **Neith er Agree nor Disag ree** | **Disag ree** | **Stron gly Disag ree** | **Should not be consid ered** | **Furthe r Comm ents (e.g if this sugge stion should be a 'must' or a 'shoul d')** |
| **Policy** | | | | | | | | | |
| | CAA | Subject to the overriding design principle of maintaining a high standard of safety, the highest priority principle of this airspa ce change that cannot be discounted is that it accords with the CAA's published Airspace Modernisati on Strategy (CAP 1711) and any current or future plans associated with it. | | Yes | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Worksh op 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | Yes | | | | |
| | Worksh op 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | Yes | | | | | |
| | **Propos ed by** | **Proposed Principle** | **Stron gly Agre e** | **Agr ee** | **Neith er Agree nor Disag ree** | **Disag ree** | **Stron gly Disag ree** | **Should not be consid ered** | **Furthe r Comm ents (e.g if this sugge stion should be a 'must' or a 'shoul d')** |
| **Noise** | | | | | | | | | |
| | Worksh op 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | Yes | | | | | |
| | Worksh op 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>• Departure routes which diverge as early as possible and stay apart as long as possible<br>• Arrival routes which converge as late as possible | Yes | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | • Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>• Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | | | | | | |
| | Worksh op 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | Yes | | | | |
| | Worksh op 2 | Avoid overflight of AONBs and National Parks | | | Yes | | | | |
| | Worksh op 2 | Avoid overflight of rural areas with low ambient noise | | | Yes | | | | |
| | Worksh op 3 | Avoid populations being newly overflown | | | | Yes | | | |
| | Worksh op 3 | Should be an overall noise benefit | | Yes | | | | | |
| | Worksh op 3 | Disperse/share the noise | | Yes | | | | | |
| | Worksh op 3 | Should provide predictable respite | | | Yes | | | | |
| | Worksh op 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | Yes | | | | | |
| | Worksh op 3 | Steeper approaches and steeper climbs | Yes | | | | | | |
| | Worksh op 3 | Reduce the number of people affected by noise | | Yes | | | | | |
| | Worksh op 3 | Share the noise but minimise the impacts | | Yes | | | | | |
| | Worksh op 3 | Reduce the area of overflight of AONBs/National Parks | | | Yes | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Worksh op 3 | Overfly parks/open spaces when it's dark | | | Yes | | | | |
| | Worksh op 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | Yes | | | | |
| | **Propos ed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Worksh op 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>• improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>• delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | Yes | | | | | |
| | Worksh op 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | Yes | | | | | |
| | Worksh op 2,3 | Optimised routes should be made available for use by less polluting aircraft | | Yes | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | | e.g best equipped = best served | | | | | | | |
| | Worksh op 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | Yes | | | | | |
| | Worksh op 3 | Reduce $CO_2$ emissions as a result of the airspace change | | Yes | | | | | |
| | **Propos ed by** | **Proposed Principle** | **Stron gly Agre e** | **Agr ee** | **Neith er Agree nor Disag ree** | **Disag ree** | **Stron gly Disag ree** | **Should not be consid ered** | **Furthe r Comm ents (e.g if this sugge stion should be a 'must' or a 'shoul d')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnbor ough Airport | **Must** meet forecast demand for Farnborough Airport | | Yes | | | | | |
| | Worksho p 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | | Yes | | | |
| | Worksh op 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | Yes | | | | |
| | Worksh op 1 | **Mus**t enable a reduction in workload per flight | | Yes | | | | | |
| | Worksh op 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | Yes | | | | | |
| | Worksh op 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | Yes | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Worksh op 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | Yes | | | | | | |
| | Worksh op 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | | Yes | | | |
| | Worksh op 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | Yes | | | | |
| | Worksh op 3 | Consider use of different airspace classifications | | Yes | | | | | |
| | Worksh op 3 | Consider flexible use of airspace | | Yes | | | | | |
| | Worksh op 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | Yes | | | | | |
| | Worksh op 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | Yes | | | | | |
| | Worksh op 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | Yes | | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |

| | | | |
|---|---|---|---|
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name.....[redacted] Organisation/Representing.....An Airfield Operator.....

Attended Workshop (online or in-person) Yes/~~No~~

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | | X | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | X | | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | X | | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | X | | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | X | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | X | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | X | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | X | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | X | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | X | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | X | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | X | | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | X | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | X | | | | | |
| | Workshop 3 | Should be an overall noise benefit | | X | | | | | |
| | Workshop 3 | Disperse/share the noise | | X | | | | | |
| | Workshop 3 | Should provide predictable respite | | | X | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | X | | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | X | | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | | X | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | X | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | X | | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | X | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | X | | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | X | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | X | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | | X | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | X | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | X | | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | X | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | X | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | X | | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | X | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | X | | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | X | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | X | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | X | | | | |
| | Workshop 3 | Consider flexible use of airspace | | | X | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | X | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | X | | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name.....[redacted] Organisation/Representing...Air Harrods.....

Attended Workshop (online or in-person) No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | X | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | X | | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | X | | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | X | | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | X | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | X | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | X | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | X | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | X | | | | | | Change Must to Should |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | X | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | X | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | X | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | X | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | | | X | | | |
| | Workshop 3 | Should be an overall noise benefit | | X | | | | | |
| | Workshop 3 | Disperse/share the noise | | X | | | | | |
| | Workshop 3 | Should provide predictable respite | | X | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | X | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | X | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | | X | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | X | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | | | | X | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | | | | X | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | X | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | X | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | X | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | X | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | | X | | | | Should instead of must |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | X | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | X | | | | | Change must to should |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | X | | | | | Change Must to Aim to |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | X | | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | X | | | | | Change Must to Should |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | X | | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | X | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | X | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | X | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | X | | | | |
| | Workshop 3 | Consider flexible use of airspace | | | X | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | X | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | X | | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
| | Please note that helicopters are commonly RNP capable and often have 0.3 capability | | | | | | | | |
| | Investigate RNP approaches with a steeper approach profile | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | X | | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | X | | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | X | | | | Due to the proximity of near neighbouring airports, the |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | London TMA solution needs to demonstrate the optimal collaborative AMS benefits overall, which is being led by ACOG. |
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | X | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | X | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | X | | | | | This principle should be "wherever possible" taking account of CAP1616 policy metrics |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | | | | X | |
| | Workshop 3 | Avoid populations being newly overflown | | X | | | | | |
| | Workshop 3 | Should be an overall noise benefit | | X | | | | | |
| | Workshop 3 | Disperse/share the noise | | | X | | | | |
| | Workshop 3 | Should provide predictable respite | | | X | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | | | | X | IFP procedures are designed in accordance with CAP778 and need to operate safely in all conditions both locally and where there are interactions with adjacent airfields procedures. |
| | Workshop 3 | Steeper approaches and steeper climbs | | | X | | | | Due to the proximity of near neighbouring airports, the London TMA solution needs to demonstrate the optimal collaborative AMS benefits overall, which is being led by ACOG. |
| | Workshop 3 | Reduce the number of people affected by noise | | | X | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | X | | | | |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | X | | | | | This principle should be “wherever possible” taking account of CAP1616 policy metrics |
| | Workshop 3 | Overfly parks/open spaces when it’s dark | | | | x | | | There is no clear definition of darkness - considering ambient light, local and UTC timings which would degrade the over-riding design principle proposed for safety. |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | X | | | | | Due to the proximity of near neighbouring airports, the London TMA solution needs |

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|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | to demonstrate the optimal collaborative AMS benefits overall, which is being led by ACOG. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | X | | | | | Due to the proximity of near neighbouring airports, the London TMA solution needs to demonstrate the optimal collaborative AMS benefits overall, which is being led by ACOG. |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | X | | | | | Due to the proximity of near neighbouring airports, the London TMA solution needs to demonstrate the optimal collaborative AMS benefits overall, which is being led by ACOG. |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | X | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | X | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | X | | | | | |

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | X | | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | X | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | X | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | x | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | X | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | X | | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | X | | | | Due considerations needs to be given to the cost/training (and retrofit) of any changes in PBN specification for Farnborough operators.<br><br>there could be safety implications within the ATC system for understanding which aircraft are approved for which type of procedures. |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | X | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | X | | | | Provided safety is maintained or increased for all airspace users. |
| | Workshop 3 | Consider flexible use of airspace | | | X | | | | Provided safety is maintained or increased for all airspace users. |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | | | | X | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | X | | | | | |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | | | | X | This ACP is in relation to Farnborough Airport and its traffic.<br><br>Traffic to and from other local airfields should be accommodated where it is safe to do so within the CAS structure. |
| **Any other design principles we should consider?** | | | | | | | | | |
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| Additional Comments made during Workshops | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Name. [redacted] Organisation/Representing. **Lasham Gliding Society.**

Attended Workshop ( in-person) **Yes.**

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | | **Agree.** | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation***<br>**The information on traffic levels is being collected for the PIR and this should form part of the assessment on the effect on the Class G traffic around Lasham**. |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | **Agree.** | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | **Agree.** | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | **Agree.** | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | **Agree.** | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | **Agree.** | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | **Agree**. | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | **Agree.** | | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | **None.** | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | **Agree.** | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | **Agree.** | | | | | | |
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | | | **Disagree** | | | **Part of the design criteria is to try and keep the controller airspace to the minimum required for the safe operation.**<br><br>**Having a number of alternative arrival and departure routes would require more airspace.** |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | **Agree** | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | **None.** | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | **None.** | | | | |
| | Workshop 3 | Avoid populations being newly overflown | **Agree.** | | | | | | |
| | Workshop 3 | Should be an overall noise benefit | | | **None.** | | | | |
| | Workshop 3 | Disperse/share the noise | | | **None.** | | | | |
| | Workshop 3 | Should provide predictable respite | | | | **Disagree** | | | **Requires more airspace.** |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | **None.** | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | **Agree.** | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the number of people affected by noise | | | **None.** | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | | **Disagree** | | | **Requires more airspace.** |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | **None.** | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | **None.** | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | **None.** | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | **Agree.** | | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | **Agree.** | | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | **Agree.** | | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | **Agree.** | | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | **Agree.** | | | | | | |

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | | **None.** | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | **Agree.** | | | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | **Agree.** | | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | **Agree.** | | | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | **None.** | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | **Agree.** | | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | **None.** | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | **Agree.** | | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | **Agree** | | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | **None.** | | | | |
| | Workshop 3 | Consider flexible use of airspace | **Agree.** | | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | **None.** | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | **None.** | | | | |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | **None.** | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
| 1 | **It's important that any of the design principles are not in the first instance given priority over others, and also it would be good to know that the issues of noise and the vocal protesters are not going to have an effect on the principle of the minimum amount of required CAS.** | | | | | | | | |
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| 2 | **We were informed that the ACP is being implemented so that Farnborough traffic can be integrated with the arrivals and departures from other airports. Are there any other specific reasons for the ACP?** | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |

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|---|---|---|---|
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name: [redacted] Organisation/Representing: London Luton Airport

Attended Workshop (online or in-person): No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | | X | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | X | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | X | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | X | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | X | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | X | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | X | | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | | X | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | | X | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | X | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | | X | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | X | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | X | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | X | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | | X | | | | |
| | Workshop 3 | Should be an overall noise benefit | | | X | | | | |
| | Workshop 3 | Disperse/share the noise | | | X | | | | |
| | Workshop 3 | Should provide predictable respite | | | X | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | X | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | X | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | X | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | X | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | X | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | X | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | | X | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | | X | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | X | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | X | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | | X | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | X | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| Airspace and Aircraft Capabilities/Technology | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | X | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | X | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | X | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | X | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | X | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | X | | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | X | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | X | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | X | | | | |
| | Workshop 3 | Consider flexible use of airspace | | X | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | X | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | X | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | X | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name....[redacted] Organisation/Representing....MoD.....

Attended Workshop (online or in-person) No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | x | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | | | | | x | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | | | | x | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | | | | | x | |
| | Workshop 3 | **Must** be safe for all airspace users | | | | | | x | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | | x | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | | | | | x | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | x | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | x | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | x | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | x | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | | x | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | x | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | x | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | x | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | | x | | | | |
| | Workshop 3 | Should be an overall noise benefit | | | x | | | | |
| | Workshop 3 | Disperse/share the noise | | | x | | | | |
| | Workshop 3 | Should provide predictable respite | | | x | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | x | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | x | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | | x | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | x | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | x | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | x | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | x | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | x | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | x | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | | | | x | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | | x | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | x | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | x | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | x | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | x | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | x | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | x | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | x | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | x | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | x | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | x | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | x | | | | | |
| | Workshop 3 | Consider flexible use of airspace | x | | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | x | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | x | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | x | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
| | Minimise impact on other airspace users – can be by minimising CAS requirements (cognisant of containment policy, you should only request what is required), different classifications of airspace, minimising activation times/planning for future dynamic airspace activation, enabling access for other airspace users. It may not be appropriate to reduce CAS if the new routes require the same volume for containment. | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |

| | | | |
|---|---|---|---|
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name..[redacted]..... Organisation/Representing..NATS (NERL).....

Attended Workshop (online or in-person) Yes/No No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>a) *Ensure doesn't degrade below a baseline metric*<br>b) *Ensure no expected increase in controlled airspace infringements*<br>c) *Ensure no increase in traffic density patterns outside CAS*<br>d) *Ensure no increased overflight of aerodrome outside CAS below x000ft* | | | | | X | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation***<br><br>Too Verbose |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | | | | X | | Infers you cannot improve safety |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | | | X | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | | | | X | | Too verbose |
| | Workshop 3 | **Must** be safe for all airspace users | | | x | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | x | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | x | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | x | | | | | | Standard wording |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | | | | x | Covered by ANG 2017 |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | x | | | | | Covered in CAP1616 |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | | x | | | Real life is not representative of the published routes. Should reflect reduced impact of flight. |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | | | | | x | Again should be about reducing impact of flight profiles. A and B are design decisions rather than principles. DP's with sub sections are suboptimal and should be spilt. |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | x | | | | Local stakeholders to determine |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | x | | | | Local stakeholders to determine and covered by ANG 2017 |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | x | | | | Local stakeholders to determine |
| | Workshop 3 | Avoid populations being newly overflown | | | x | | | | Local stakeholders to determine |
| | Workshop 3 | Should be an overall noise benefit | | | x | | | | In accordance with CAP1616a |
| | Workshop 3 | Disperse/share the noise | | | x | | | | Local stakeholders to determine |
| | Workshop 3 | Should provide predictable respite | | | x | | | | Local stakeholders to determine |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | | x | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | x | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | | x | | | | Local stakeholders to determine |
| | Workshop 3 | Share the noise but minimise the impacts | | | x | | | | Local stakeholders to determine |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | x | | | | Local stakeholders to determine and covered by ANG2017 |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | | | | x | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | x | | | | Cannot be determined within this ACP alone. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | x | | | | | Should not specify how this could be achieved. |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | | x | | | | Better split into two DP's |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | | | | x | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | x | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | | | | x | Covered by line above |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| Airspace and Aircraft Capabilities/Technology | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | x | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | | x | | | Volume of CAS not the only measurable impact on airspace users |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | x | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | | | | x | Whose workload? |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | x | | | | | | Could be split into two parts. |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | x | | | | | Agree with intent but not wording. Designed to highest possible PBN standard. |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | | | | x | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | | | | x | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | | | | x | Local stakeholders to determine and Covered in CAP1616 |
| | Workshop 3 | Consider use of different airspace classifications | | | | | | x | Local stakeholders to determine and Covered in CAP1616 |
| | Workshop 3 | Consider flexible use of airspace | | | | | | x | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | | | | x | How? To achieve what? |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | x | Covered 7 lines above |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | | | | x | |
| **Any other design principles we should consider?** | | | | | | | | | |
| | Design Principles should be able to be evaluated on a sliding scale (minimise, maximise, optimise) in order to allow for relative comparison at the DPE stage. | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name.....[redacted] Organisation/Representing..RAF Northolt.....

Attended Workshop (online or in-person) ~~Yes~~/No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | x | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | x | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | x | | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | x | | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | x | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | x | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | x | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | x | | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | x | | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | x | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | x | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | x | x<br>x<br>x | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | X | | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | X | | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | X | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | X | | | | | |
| | Workshop 3 | Should be an overall noise benefit | X | | | | | | |
| | Workshop 3 | Disperse/share the noise | | X | | | | | |
| | Workshop 3 | Should provide predictable respite | | X | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | X | | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | X | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | X | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | X | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | X | | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | X | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | X<br><br>x | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | | x | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | x | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | x | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | x | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | X | | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | X | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | X | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | X | | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | X | | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | | X | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | X | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | X | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | X | | | | | |
| | Workshop 3 | Consider flexible use of airspace | | X | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | X | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | X | | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name...[redacted] Organisation/Representing….Skysurfing Club – Hang Gliding and Parading.....

Attended Workshop (online or in-person) Yes/~~No~~

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | X | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | X | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | X | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | X | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | X | | | | X | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | X | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | | | | | X | "CAP1711 does not recognise non-radio traffic. This is incompatible with hang gliding and paragliding".<br>By way of explanation: The only GA reference in CAP1711 is for a GA aircraft transiting between two small airfields and it is assumed that mandatory radio areas/mandatory transponder areas will be established to allow this to happen. The description of the operation in CAP1711 is totally unlike any hang gliding or paragliding operation and to make this work we would all need transponders/radios. |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | X | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | X | | | | | | |
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | | X | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | X | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | X | | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | X | | | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | | X | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Should be an overall noise benefit | X | | | | | | |
| | Workshop 3 | Disperse/share the noise | | X | | | | | |
| | Workshop 3 | Should provide predictable respite | | X | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | X | | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | X | | | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | X | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | X | | | | |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | X | | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | X | | | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | X | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | X | | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | X | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | X | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | | X | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | X | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | | X | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | X | | | | | On condition that such a design does not disproportionately impact one group of airspace uses over another. |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | | | | X | Simplified boundaries usually result in larger areas of airspace. Modern instruments can fully allow for complex airspace boundaries and ensure airspace is not established and never used. |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | | X | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | X | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | X | | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | X | | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | X | | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | X | | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | | | | | |
| | Workshop 3 | Consider flexible use of airspace | X | | | | | | Airspace should be released to general aviation when not required. |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | X | | | | | | |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | X | | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
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| Additional Comments made during Workshops | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name.....[redacted]..... Organisation/..Southampton Airport.....

Attended Workshop (online or in-person) No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | | X | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | X | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | X | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | X | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | X | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | X | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | X | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | X | | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | X | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | X | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | X | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | X | | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | X | | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | X | | | | | |
| | Workshop 3 | Should be an overall noise benefit | | X | | | | | |
| | Workshop 3 | Disperse/share the noise | | X | | | | | |
| | Workshop 3 | Should provide predictable respite | | X | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | X | | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | X | | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | X | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | X | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | X | | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | X | | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | X | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | X | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | X | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | X | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | X | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | X | | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | X | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | X | | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | X | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | X | | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | X | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | X | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | X | | | | | |
| | Workshop 3 | Consider flexible use of airspace | | X | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | X | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | X | | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
| ** | Farnborough's design should aim to remove dependencies with Southampton ATC in order that the two airports can operate with the minimum of interactions. The arrival transitions and departure procedures shall be deconflicted from, and integrate with, the en-route network and Southampton Airport. | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |

| | | | |
|---|---|---|---|
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name.....[redacted] Airspace Officer..... Organisation/Representing.....Southdown Gliding Club Ltd.....

Attended Workshop (online or in-person) Yes/~~No~~ (also attending online; [redacted]

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | ✓ | | | | | | Difficult to know what the "life" of an airspace change is, but according to agreed maximum capacity traffic levels, the airspace has to remain fit-for-purpose until either demand or mitigation through technology, can reduce the risk. |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | ✓ | | | | | | See above |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | ✓ | | | | | | Seems an obvious objective. |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | ✓ | | | | | | This must include the consequential impact on Class G users in the vicinity of Farnborough's controlled airspace, but also General Aviation users accessing that airspace e.g., Letters of |

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|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Agreement (LoA) with Southdown Gliding Club. |
| | Workshop 3 | **Must** be safe for all airspace users | ✓ | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | ✓ | | | | | | |
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | ✓ | | | | | | See above. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | ✓ | | | | | | Little point in changing the airspace unless you take "meaningful" benefit from redesign as a consequence of changes taking place (today) at LGW, LHR and SOU. The AMS goes out to 2040, with many objectives reliant on future technology. It is difficult to see how the Farnborough airspace can respond to changes that are 10+ years away, without further ACPs. |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | ✓ | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | ✓ | | | | | | Absolutely and should be returned to Class G if not required due to operational changes. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | ✓ | | | | | | We recognise that vertical profiles of today's departures and arrivals are based on out-dated aircraft performance data. This has to be addressed with due regard to the envisaged operating fleet circa 2027 or whenever the airspace change will be introduced. |
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | ✓ | | | | | Subject to prioritisation requirements, but as much as practicably possible. However, some overflight is inevitable and care needs to be taken in any trade-off with the amount of airspace required to contain any departure and arrival procedures. If you can achieve optimum CDO and CCO, the impact on the local communities should be minimised without requiring |

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| | | | | | | | | | significant volumes of controlled airspace. |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | ✓ | | | | A trade-off with potential conflict with the frequency of overflight. |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | ✓ | | | | See above. Again, if CCO and CDO objectives are met, aircraft should be higher and have reduced impact. |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | ✓ | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | | ✓ | | | | |
| | Workshop 3 | Should be an overall noise benefit | | ✓ | | | | | See above. |
| | Workshop 3 | Disperse/share the noise | | | | | | | See above. |
| | Workshop 3 | Should provide predictable respite | | | ✓ | | | | If feasible and practicable. |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | ✓ | | | | | Enhanced profiles to be encouraged. |
| | Workshop 3 | Steeper approaches and steeper climbs | ✓ | | | | | | Difficult to see how the Farnborough approach path gradient can be increased – already 3.5°. Arrivals and Transition gradients should be dictated by modern aircraft performance without making any procedure unduly difficult for flight crews to manage. Yes, to steeper climbs, but without stop altitudes and preferably to a FL. |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the number of people affected by noise | | | ✓ | | | | Trade-off territory. |
| | Workshop 3 | Share the noise but minimise the impacts | | | ✓ | | | | See above. |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | ✓ | | | | See above. |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | ✓ | | | | Provided it doesn't introduce a proliferation of procedures requiring more airspace. The airspace design could be adapted for flexible use, but we would like to see workable procedures, before agreeing to this. |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | ✓ | | | | Not sure how you achieve this without centralising the airspace design below 7,000ft for all the FASI(S) airports. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | ✓ | | | | | | But also avoid stop altitudes and level-off in descent and climb. The main gain for Farnborough must be deconfliction of departures and arrivals with LGW, LHR and SOU. But how feasible is that with the current TA? We can all agree to Design Principles, but how realistic and realisable |

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| | | | | | | | | | are they in the final airspace design implementation? |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | ✓ | | | | | | See above. |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g., best equipped = best served | | | | | | | ANSPs have had limited success with Best Equipped Best Served, despite significant investment by operators, but a noble principle nevertheless, provided it doesn't require more airspace. |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | ✓ | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | ✓ | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | ✓ | | | | | A given. |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | ✓ | | | | | | We are not anti-CAS (well, maybe we are), but any airspace volume has to be fully justified and be no more than the minimum required for the safe operation, without having an adverse effect on air traffic movements outside of CAS. |

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| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | ✓ | | | | | | We strongly agree. |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | | | | | Linked to safety of the overall operation and capacity for managing LoAs such as that enjoyed by the Southdown Gliding Club. If the new airspace means that our CAS transits can no longer be accommodated, the change will have had a direct impact on our gliding operation and business. |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | ✓ | | | | | | Predictability and repeatability are seen as good for capacity, except when traffic levels are low. However, we recognise that there will likely be opportunities for tactical routings for flight efficiency purposes, provided it doesn't become a hazard in Class G airspace. |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | ✓ | | | | | | A case of Best Equipped Best Served again. Having a minimum PBN nav spec for operators to use Farnborough would help e.g., Advanced RNP. |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | ✓ | | | | | Why not Advanced RNP with RNP 0.3 lateral track |

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| | | | | | | | | | accuracy? RF should be used judicially (e.g., first turns). The design should reflect the common standards and capabilities in service at the time of airspace change introduction. Don't design an airspace for the 2020 aircraft, but the 2027 aircraft, else the airspace will become dated very quickly. |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | ✓ | | | | | | See above. We would caution against use of RNP AR unless of particular benefit (as was the case at another airport contemplating IPA). Outside of the FAF, Advanced RNP does most of what RNP AR does with conventional obstacle protection surfaces benefitting from 0.3 lateral accuracy. |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | ✓ | | | | | | Should be a given if the climb and descent profiles are achieved. However, this will only be realised if the route interactions can be managed and CCO/CDO taken to/from a FL. |
| | Workshop 3 | Consider use of different airspace classifications | ✓ | | | | | | We have seen that CTA-8 (Class E+TMZ) is much easier for glider pilots to manage and |

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| | | | | | | | | | negotiate than crossing CTA-7. So a big yes. |
| | Workshop 3 | Consider flexible use of airspace | | ✓ | | | | | Not if it is at the detriment of the size of CAS. We don't use airspace after dark, but switching airspace off and on is something that would have to be carefully considered. |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | ✓ | | | | | | With probably the Best Equipped fleets flying, yes. But make it an airport requirement to leverage these design principles and offer all operators a Best Served service level. |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | ✓ | | | | | | See previous comments. |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | ✓ | | | | | | The airspace change has to fit into the overall AMS objective, otherwise why invest in something offering little or no benefit. |
| **Any other design principles we should consider?** | | | | | | | | | |
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| | On the question of airspace complexity, we understand that Farnborough used to be a "CAT C" aerodrome for most operators. With simplification, the new airspace design should aim to reduce that requirement and thereby make it operationally, an easier and safer airport. This situation may have changed, but the principle remains valid. | | | | | | | |
| | Consideration for the temporary airspace arrangements that are introduced for the Farnborough Air Show. Although for a few weeks every two years, the impact on General Aviation is quite significant. With a new airspace, how will the Air Show be accommodated? | | | | | | | | |
| | The principles of CAP 1378 PBN Departure and Arrival Mitigations, should be considered. | | | | | | | | |

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| | Use of PBN Route Spacing and CAS Containment in the latest (Edition 2) of CAP 1385, should be considered. | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | None. |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | None. |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | None. |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | EC interoperability is key and whilst Flarm is not an aviation standard, it is installed on practically all gliders and gliding related powered aircraft. Technology evolution will be key and how does a fixed airspace adapt and become optimised for future technology initiatives? Another airspace change? |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | Whereas the Southdown Gliding Club airspace team came away from the two workshops we attended, with hope that the FASI (S) change will deliver benefits for our gliding operations in and around Farnborough, the question still remains as to whether the Design Principles outlined are realisable. We can all agree on improved profiles, CDO and CCO, but if strategic deconfliction of routes is to be successfully delivered, how will that be done |

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| | | | with TA at 6,000ft? Having Design Principles is one thing, but that will only be hampered if the “Lid of TA”, prevents SIDs to FL and requires airspace for step climbs and descents. Therefore, the Southdown Gliding Club fully supports the direction being taken through these workshops, but believe that what you can practicably achieve may not be much different from today’s airspace structure. It is understandable that NATS and CAA do not wish to entertain TA change as such a project would likely be expensive. But if the UK Government truly wishes to see Airspace Modernisation, National Infrastructure Funding should be made available and TA raised for the benefit of both Farnborough, LHR and LGW and all of the other FASI S+N airports. This comment may be outside of Stage 1 Design Principles of CAP 1616 for Farnborough, but our confidence in the airport’s ability to introduce meaningful and tangible improvements is not high. This is not a criticism of the Farnborough Airport FASI (S) Team, but a reflection on the challenges that your airspace designers will likely be confronted with. Please pass this comment onto ACOG, NATS, CAA and especially to the UK Government. It applies to all AMS related airspace changes, which ironically enough all seek to introduce the same Design Principles – and why wouldn’t they. |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name..... Organisation/Representing London Stansted Airport

Attended Workshop (online or in-person) Yes/No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | | | X | | | | ***Point C is related to demand and capacity not safety.*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | X | | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | | | X | | Implies the current operation is unsafe. May be unachievable. |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | | | X | | | |
| | Workshop 3 | **Must** be safe for all airspace users | X | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | X | | | | | |

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| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | | | X | | | Excludes the military |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | X | | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | | X | | | Singles out on specific policy. The AMS is the core CAA requirement. |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | | | X | | | Not needed. Already a requirement within the AMS. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | | X | | | May not be achievable within the busy TMA. Noise and |

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| | | | | | | | | | fuel burn can be traded off within the terms of the ANG. If noise is a "must" fuel burn has to be as well. Because of this trade off, both should be a "should". |
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | | | | X | | Too complex and difficult to achieve. One aim may contradict another. What happens if no option can achieve all 4 ? |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | | X | | | Does not create a distribution, just more of the same. |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | X | | | | Needs an altitude qualification if used. E.g. below 4,000ft |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | | X | | | Difficult to implement when undertaking the noise modelling in Stage 3 and looking at the cost benefit of the change. Contradicts the AMS/ANG. |
| | Workshop 3 | Avoid populations being newly overflown | | | | X | | | |

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| | Workshop 3 | Should be an overall noise benefit | X | | | | | | |
| | Workshop 3 | Disperse/share the noise | | X | | | | | |
| | Workshop 3 | Should provide predictable respite | | X | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | | X | | | Not needed. Aircraft willl not be vertically constained within a SID unless its for safety reasons. |
| | Workshop 3 | Steeper approaches and steeper climbs | | X | | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | X | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | X | | | | | |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | X | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | | | X | | Impossible to implemnent given the shifting daylight hours in UK |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | X | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or | | | X | | | | See above. This DP should be a "should" not a "must" |

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| | | b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | | | X | | | The crowded LTMA may not be able to facilitate this for any airport. |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | X | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | X | | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | X | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | | X | | | There should be a trade off. CAS is there for safety. Calling this a "must" may erode safety margins. |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | X | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | | X | | | Implementation related, not a product of the design |

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| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | X | | | The difference between RNAV1 and RNP1 in terms of aircraft performance is negligible. May reduce flexibility. |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | | X | | | May result in less flexibility |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | X | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | | X | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | X | | | | |
| | Workshop 3 | Consider flexible use of airspace | | X | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | X | | | |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | | X | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
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| Additional Comments made during Workshops | | | |
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| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name.....[redacted] Organisation/Representing.....UK Airprox Board.....

Attended Workshop (online or in-person) ~~Yes~~/No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | x | | | | | | ***Assessment required of impact of proposed airspace design on surrounding airspace users, including possible mitigations to effect of 'funnelling' non-CAS users into the same areas of Class G airspace (such as more availability for zone transits, extensions or modifications to LFAs etc)*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | | x | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | | x | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | x | | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | x | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | x | | | | | | This DP doesn't mention military users on FBO's doorstep |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | x | | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | x | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | x | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | x | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | | x | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | x | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | x | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | | | x | | | |
| | Workshop 3 | Should be an overall noise benefit | | x | | | | | |
| | Workshop 3 | Disperse/share the noise | | x | | | | | |
| | Workshop 3 | Should provide predictable respite | | x | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | | | x | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | | | | x | |
| | Workshop 3 | Reduce the number of people affected by noise | | x | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | x | | | | | | |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | x | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | x | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | x | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | | | | | x | This does not consider the $CO_2$ impact on those flights OTHER THAN into Farn (such as increased emissions from aircraft routing around the airspace). |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | x | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | | | x | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | x | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | x | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | x | | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | x | | | | | | Should endeavour to……. |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | x | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | | | | x | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | x | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | x | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | x | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | | | | x | What about those unable or not equipped? |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | x | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | x | | | | | |
| | Workshop 3 | Consider flexible use of airspace | x | | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | | | | x | What about Blackbushe? Odiham? Fairoaks? |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | x | |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | x | | | | | |

| Any other design principles we should consider? | | |
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| Additional Comments made during Workshops | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name: [redacted] Organisation/Representing: Mole Valley District Council.....

Attended Workshop (online) Yes

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | **X** | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | **X** | | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | **X** | | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | **X** | | | | | | |
| | Works hop 3 | **Must** be safe for all airspace users | **X** | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | **X** | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | **X** | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | **X** | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | **X** | | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | **X** | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | **X** | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | **X** | | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | **X** | | | | | The number of people being newly overflown should be avoided wherever possible. However, Future Airspace Change should result in a larger number of people being slightly annoyed by noise, rather than a smaller number significantly annoyed. |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | **X** | | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | **X** | | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | **X** | | | | | |
| | Workshop 3 | Should be an overall noise benefit | | **X** | | | | | |
| | Workshop 3 | Disperse/share the noise | **X** | | | | | | |
| | Workshop 3 | Should provide predictable respite | | **X** | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | X | | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | X | | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | X | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | X | | | | | | |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | X | | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | X | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | X | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | X | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | X | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | X | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | X | | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS (Calibrated Air Speed) | | | | | | | No comment |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | | | | | No comment |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | | | | | No comment |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | | | | | No comment |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | | No comment |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | | | | | No comment |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | | | | | No comment |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | | | | | No comment |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Consider use of different airspace classifications | | | | | | | No comment |
| | Workshop 3 | Consider flexible use of airspace | | | | | | | No comment |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | | | | | No comment |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | | No comment |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | | | | | No comment |
| **Any other design principles we should consider?** | | | | | | | | | |
| | Please note, MVDC has not provided any input for the final section of the matrix (Airspace and Aircraft Capabilities/Technology) due to having a lack of technical expertise in this area. | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |

| | | | |
|---|---|---|---|
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name...[redacted] Organisation/Representing. Chichester District Council.....

Attended Workshop (online or in-person) ~~Yes~~/No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | X | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | X | | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | X | | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | X | | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | X | | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | X | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | X | | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | X | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | X | | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | X | | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | X | | | | | |
| | Workshop 3 | Should be an overall noise benefit | | X | | | | | |
| | Workshop 3 | Disperse/share the noise | X | | | | | | |
| | Workshop 3 | Should provide predictable respite | X | | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | X | | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | X | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | X | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | X | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | X | | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | X | | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | X | | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | X | | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | X | | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| Airspace and Aircraft Capabilities/Technology | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | | | | | |
| | Workshop 3 | Consider flexible use of airspace | | | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | X | | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
| | Consideration of better engagement with the community. Look to review user friendliness of website. Look to review the monitoring of the major subject areas such as noise and other environmental factors. | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | This could be a mitigation technique to spread environmental impacts across the wider community. |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | Could assess if greater noise attenuation will be required for newly overflown dwellings and businesses. |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | Not realistic. |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |

| | | | |
|---|---|---|---|
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name…[redacted] Organisation/Representing…..Woking Borough Council.....

Attended Workshop (online or in-person) Yes/No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | X | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | X | | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | X | | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | X | | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | X | | | | | | Should be a standard priority |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | X | | | | | | Modernisation schemes should endeavour to improve safety |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | X | | | | | | Should be a standard priority- safety conditions should not worsen so a baseline should be established and then monitored after completion of scheme |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | | X | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | X | | | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | X | | | | | | Efforts to modernise the current Airport should not reduce current safety standards- otherwise improvements become counterproductive. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | nor Disagree | | | | (e.g if this suggestion should be a 'must' or a 'should') |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | X | | | | |
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | X | | | | | Frequency of overflight for the same populations should be reduced where possible, to constitute improvements. |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | | X | | | Once routes are drafted, proceeding plans should consider enabling an equal proportion of people to be overflown irrespective of current impact. Overflown communities should be equally affected where possible, or mitigated where otherwise not possible. |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | X | | | | | | Areas of interest should not be negatively impacted by air pollution from air transport. Nor should any air travel |

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|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | impede on the visual quality of preserved areas. |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | X | | | | Areas of interest are designated under planning as mentioned above (AONB, Natural Parks). There are limitations to land outside the remit of development and allocations. |
| | Workshop 3 | Avoid populations being newly overflown | | | | | X | | Air improvements should not make conditions for current overflown populations significantly worse. Mitigation should ensure flight paths. |
| | Workshop 3 | Should be an overall noise benefit | | X | | | | | Respite (including sound) should be provided for all overflown populations. |
| | Workshop 3 | Disperse/share the noise | X | | | | | | Noise is a key concern for residents regarding changes to air transport. |
| | Workshop 3 | Should provide predictable respite | X | | | | | | Where populations are overflown, including new populations, respite should be factored in. |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g., Temperature Inversions) | | X | | | | | If ‘enhanced profiles’ refers to increasing mitigation methods i.e., flexible, responsive routes- these should be supported |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Steeper approaches and steeper climbs | | | X | | | | Can it be confirmed that these measures limit noise and visual impact of air travel? |
| | Workshop 3 | Reduce the number of people affected by noise | | | | X | | | Current conditions should either improve i.e., populations currently overflown should see reduced noise/impacts through further distribution of flight paths. |
| | Workshop 3 | Share the noise but minimise the impacts | | X | | | | | |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | X | | | | | Should not be to the detriment of overflown residents currently experiencing significant noise/impact from air travel |
| | Workshop 3 | Overfly parks/open spaces when it's dark | X | | | | | | This should be applied to rural areas with low ambient noise. |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which: | | X | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | X | | | | | | If to improve carbon emissions |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | X | | | | Dependant on 'optimised' routes and impact in general. Optimised routes should be defined e.g., shorter routes, less impact, less noise etc. |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | X | | | | | | If proposed modernisation of the airport increases contributions, has offsetting/insetting been considered? Particularly in relation to neighbouring Heathrow Airport. |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | X | | | | | | Should seek to as part of modernisation |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | X | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | X | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | X | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | X | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | X | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | X | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | X | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | X | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | X | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | X | | | | |
| | Workshop 3 | Consider flexible use of airspace | | X | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | X | | | | | | Farnborough Airport is considered an asset, and although not within the Borough is meeting a need, which should be made best use of. |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | X | | | | |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | X | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
| | Is visual amenity being considered? Possibly through a Residential Visual Amenity Assessment (RVAA)? Noted that planning permission is only required from Rushmoor BC if there is an increase in numbers of aircraft movements above the existing cap. | | | | | | | | |

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| | Will 'new' routes consider mitigating the effects on Air Quality Management Areas (AQMAs)? | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | Is this not considered 'respite'- as outlined above? |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Name: [redacted] Organisation/Representing: West Sussex County Council (OFFICER ONLY FEEDBACK)

Attended Workshop (online or in-person) Yes

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | | X | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | X | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | X | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | X | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | x | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | X | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | X | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | X | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | | X | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | | | | | WSCC are not able to comment on vertical profiles. |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | X | | | | | A balanced approach should be taken to seek to minimise and manage the adverse impacts of noise |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | x | | | | | A balanced approach should be taken to seek to minimise and manage the adverse impacts of noise |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | x | | | | | A balanced approach should be taken to seek to minimise and manage the adverse impacts of noise |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | x | | | | | A balanced approach should be taken to seek to minimise and manage the adverse impacts of noise |
| | Workshop 3 | Avoid populations being newly overflown | | x | | | | | A balanced approach should be taken to seek to minimise and manage the adverse impacts of noise |
| | Workshop 3 | Should be an overall noise benefit | | x | | | | | A balanced approach should be taken to seek to minimise |

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| | | | | | | | | | and manage the adverse impacts of noise |
| | Workshop 3 | Disperse/share the noise | | x | | | | | A balanced approach should be taken to seek to minimise and manage the adverse impacts of noise |
| | Workshop 3 | Should provide predictable respite | | x | | | | | A balanced approach should be taken to seek to minimise and manage the adverse impacts of noise |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | | | | | WSCC are not able to comment on enhanced profiles |
| | Workshop 3 | Steeper approaches and steeper climbs | | | | | | | WSCC are not able to comment on profiles. |
| | Workshop 3 | Reduce the number of people affected by noise | | x | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | x | | | | A balanced approach should be taken to seek to minimise and manage the adverse impacts of noise |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | x | | | | | A balanced approach should be taken to seek to minimise and manage the adverse impacts of noise |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | x | | | | Given the detrimental impacts to health of communities overflown during the night period, resulting in sleep |

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| | | | | | | | | | disturbance, directing any aircraft at night to fly over areas of less population may reduce impacts. A balanced approach is required. |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | X | | | | | A fair distribution of overflying should be sought. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | x | | | | | Opportunities should be sought to reduce emissions of $C0_2$ where possible |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | | | | | | WSCC are not in a position to comment on profiles. Designs should seek to allow aircraft to minimise $C0_2$ emissions |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | x | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | x | | | | | |

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| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | x | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | | | | | | WSCC are not in a position to comment |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | | | | | WSCC are not in a position to comment |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | | | | | WSCC are not in a position to comment |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | | | | | WSCC are not in a position to comment |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | | | | | WSCC are not in a position to comment |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | | WSCC are not in a position to comment |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | | | | | WSCC are not in a position to comment |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | | | | | WSCC are not in a position to comment |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | | | | | WSCC are not in a position to comment |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Consider use of different airspace classifications | | | | | | | WSCC are not in a position to comment |
| | Workshop 3 | Consider flexible use of airspace | | | | | | | WSCC are not in a position to comment |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | | | | | WSCC are not in a position to comment |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | | WSCC are not in a position to comment |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | | | | | WSCC are not in a position to comment |
| **Any other design principles we should consider?** | | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |

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|---|---|---|---|
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name: [redacted] Organisation/Representing: FACC

Attended Workshop (online or in-person) Yes/No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | x | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | X | | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | X | | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | X | | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | X | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | X | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | X | | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | x | | | | | | Must |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | x | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | x | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | X | | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | x | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | x | | | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | x | | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | | | | | | |
| | Workshop 3 | Should be an overall noise benefit | x | | | | | | |
| | Workshop 3 | Disperse/share the noise | x | | | | | | |
| | Workshop 3 | Should provide predictable respite | | X | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | X | | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | x | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | x | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | x | | | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | X | | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | x | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | x | | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | x | | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | x | | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | xx | | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | xx | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | x | | | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | x | | | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | x | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | x | | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | x | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | x | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | x | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | x | | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | x | | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | x | | | | |
| | Workshop 3 | Consider flexible use of airspace | | | x | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | x | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | x | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | x | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Name. [redacted] Organisation/Representing Cranborne Chase Area of Outstanding Natural Beauty

Attended Workshop (online or in-person) No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | | # | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | # | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | # | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | # | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | # | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | # | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | # | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | | # | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | # | | | | | | Please see email regarding duty of regard to AONB designation; section 85 CRoW Act 2000 |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | | # | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | # | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | # | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | # | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | # | | | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | # | | | | | | Properties can be insulated against sound but the countryside cannot! |
| | Workshop 3 | Avoid populations being newly overflown | | | # | | | | |
| | Workshop 3 | Should be an overall noise benefit | | # | | | | | |
| | Workshop 3 | Disperse/share the noise | | | # | | | | |
| | Workshop 3 | Should provide predictable respite | | # | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | # | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | # | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | | # | | | | Whilst desirable, the number of people seems the wrong |

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|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | criterion; the areas affected are more relevant, along with the areas of quiet countryside / NPs / AONBs protected from noise intrusion. |
| | Workshop 3 | Share the noise but minimise the impacts | | | # | | | | |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | # | | | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | | | # | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | # | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | | # | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | | # | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | # | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | # | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | # | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | | # | | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | # | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | # | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | # | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | # | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | # | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | # | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | # | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | # | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | # | | | | |
| | Workshop 3 | Consider flexible use of airspace | | | # | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | # | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | # | | | | |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | # | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |

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|---|---|---|---|
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name… [redacted] Organisation/Representing...South Downs National Park Authourity.

Attended Workshop (online or in-person) Yes

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | X | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation***<br><br>Needs to incorporate near miss reporting as a form of early warning and a measurable figure to reduce. |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | X | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | X | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | | X | | | | Essentially duplicates item 1 in this section. |
| | Workshop 3 | **Must** be safe for all airspace users | | | X | | | | Essentially duplicates item 1 in this section. |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | | X | | | | Essentially duplicates item 1 in this section. |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | | X | | | | Essentially duplicates item 1 in this section. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | | X | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | X | | | | | | Environment Act Section 62 for National Parks, Countryside and Rights of Way Act Section 85 for AONBs. |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | X | | | | |
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | X | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | X | | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | X | | | | | | Manage overflight to not newly impact areas of tranquillity. |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | X | | | | | | |
| | Workshop 3 | Avoid populations being newly overflown | X | | | | | | |
| | Workshop 3 | Should be an overall noise benefit | | X | | | | | |
| | Workshop 3 | Disperse/share the noise | | X | | | | | |
| | Workshop 3 | Should provide predictable respite | | X | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | | X | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Steeper approaches and steeper climbs | | X | | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | | X | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | X | | | | | Needs to be a balance struck between overflight in populated areas and areas of tranquillity. |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | X | | | | | | Make use of existing corridors away from mapped key areas of tranquillity ie A3 |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | | X | | | Consider the SDNPs status as a 'Dark Night Sky' reserve and avoid key areas, not just overflying by default. |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | X | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | X | | | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | X | | | | | | This is noted as a key goal for the project. |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | X | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | X | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | X | | | | Essentially duplicates item 1 in this section |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | | | X | | | Manage demand to achieve a 'decide and provide' approach, not be leashed to a 'predict and provide' approach that risks induced travel and greater increases. |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | X | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | X | | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | X | | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | X | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | X | | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | X | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | X | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | X | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | X | | | | |
| | Workshop 3 | Consider flexible use of airspace | | X | | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | X | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | X | | | | Duplicate entry? |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | X | | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |

| | | | |
|---|---|---|---|
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name....[redacted]
Organisation/Representing....FARA.....

Attended Workshop (online or in-person) Yes

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | | yes | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation***<br><br>The safety baseline must have regard for a projected maximum daily level of flying ops. |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | | yes | | | | | The current acp environmental impact assessment is based on 32000 mpa. This further acp Must be based either on the 50,000 for which planning approval has been granted or alternatively a projected level specified in the Statement of Need. |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | | yes | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | | yes | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | | Yes. | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | | Yes | | | | | |
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | | | ? | | | | Questionable. Safety not solely dependent upon airspace design – it is how it is utilised. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and plans associated with it. | | | | ?? | | | If changes to CAP 1711 are to be 'adopted' then an agreed change process should be established before proceeding to CAP 1616 Stage 2. |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | Yes | | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | | yes | | | | | See comments above re safety. . |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | yes | | | | | |
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | | ? | | | | Confusing. It should be to maximise the noise benefits of benefits acp change |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | ? | | | | Impracticable |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | | ? | | | | ditto |
| | Workshop 3 | Avoid populations being newly overflown | | | ? | | | | |
| | Workshop 3 | Should be an overall noise benefit | | yes | | | | | |
| | Workshop 3 | Disperse/share the noise | | | ? | | | | The current design does not permit multiple routes. Why |

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| | | | | | | | | | should a smaller volume do so? See CAP 1678 para 76. |
| | Workshop 3 | Should provide predictable respite | | yes | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | | ? | | | | | What are they? Why not fly them all the time? |
| | Workshop 3 | Steeper approaches and steeper climbs | | yes | | | | | ? |
| | Workshop 3 | Reduce the number of people affected by noise | | yes | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | | ? | | | | Sharing minimises impacts ? |
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | ? | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | | ? | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | | | ? | | | | Not understood. Sorry. |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | | | ? | | | Should comply with the altitude-based priorities. |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | | Yes | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | | | | ? | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | | | | ? | | | Ditto |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | | ? | | | Ditto |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | | | ? | | | This figure to be justified if it exceeds that specified in the current planning permission. |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | yes | | | | | Farnborough is our priority. |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | " | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | " | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | " | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | " | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | " | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | " | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | " | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | " | | | | |
| | Workshop 3 | Consider flexible use of airspace | | | " | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | | " | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | "" | | | | |
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | " | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
| | Have Stakeholders had the opportunity to comment upon the Statement of Need; the first step in the CAP 1616 process. If not why not? The S of N should inform the Design Principles. An explanation would be helpful, for example, as to why interdependencies between Farnborough routes and Heathrow and Gatwick operations *"result in 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".*<br><br>The CAA's advice at para 76 of CAP 1678 (the CAA's current ACP decision Notice) notes that Farnborough's location relative to other airports means that whilst the airspace is relatively large, multiple routes cannot be established and hence opportunities for respite do not exist. Is it right to say that a lesser volume can will exacerbate this constraint?<br><br>The 2021 census and Post Codes down to sub district level to be used if reductions in populations overflown underpin the environmental impact assessment. | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | |

Stage 1 – Design Principles Feedback

FARNBOROUGH AIRPORT

Name.....[redacted] Organisation/Representing.....Mytchett, Frimley Green & Deepcut Residents Society.....

Attended Workshop (online or in-person) No

| | Proposed by | Proposed Principle | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree | Should not be considered | Further Comments (e.g if this suggestion should be a 'must' or a 'should') |
|---|---|---|---|---|---|---|---|---|---|
| **Safety** | | | | | | | | | |
| | Workshop 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | X | | | | | | ***Please provide suggestions. We would need to establish the safety baseline in Stage 2, ahead of the Design Principle Evaluation*** |
| | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | X | | | | | | |
| | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | X | | | | | | |
| | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | X | | | | | | |
| | Workshop 3 | **Must** be safe for all airspace users | X | | | | | | |
| | Workshop 3 | Maintain or enhance safety performance for all airspace users | X | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Policy** | | | | | | | | | |
| | CAA | 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 (CAP 1711) and any current or future plans associated with it. | X | | | | | | |
| | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | | | X | | | | |
| | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Noise** | | | | | | | | | |
| | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | | | X | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | | X | | | | | |
| | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | | X | | | | | |
| | Workshop 2 | Avoid overflight of AONBs and National Parks | | | X | | | | |
| | Workshop 2 | Avoid overflight of rural areas with low ambient noise | | X | | | | | |
| | Workshop 3 | Avoid populations being newly overflown | | | X | | | | |
| | Workshop 3 | Should be an overall noise benefit | X | | | | | | |
| | Workshop 3 | Disperse/share the noise | | X | | | | | |
| | Workshop 3 | Should provide predictable respite | | X | | | | | |
| | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | X | | | | | | |
| | Workshop 3 | Steeper approaches and steeper climbs | | | X | | | | |
| | Workshop 3 | Reduce the number of people affected by noise | X | | | | | | |
| | Workshop 3 | Share the noise but minimise the impacts | | X | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | | | X | | | | |
| | Workshop 3 | Overfly parks/open spaces when it's dark | | X | | | | | |
| | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | X | | | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |
| **Environment** | | | | | | | | | |
| | Workshop 1 | **Must** reduce $C0_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | | | X | | | | |
| | Workshop 1,2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | X | | | | | | |
| | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | X | | | | | | |
| | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | X | | | | | | |
| | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | | | X | | | | |
| | **Proposed by** | **Proposed Principle** | **Strongly Agree** | **Agree** | **Neither Agree nor Disagree** | **Disagree** | **Strongly Disagree** | **Should not be considered** | **Further Comments (e.g if this suggestion should be a 'must' or a 'should')** |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Airspace and Aircraft Capabilities/Technology** | | | | | | | | | |
| | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | | | | X | | | |
| | Workshop 1,2 | **Mus**t enable a reduction in the total volume of CAS | | | X | | | | |
| | Workshop 1,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | | | X | | | | |
| | Workshop 1 | **Mus**t enable a reduction in workload per flight | | | X | | | | |
| | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | | | X | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | X | | | | |
| | Workshop 2,3,4 | Designs should be based on RNP1 + RF as a minimum. | | | X | | | | |
| | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | | | X | | | | |
| | Workshop 3,4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | | | X | | | | |
| | Workshop 3 | Consider use of different airspace classifications | | | X | | | | |
| | Workshop 3 | Consider flexible use of airspace | | | X | | | | |
| | Workshop 3,4 | Should capitalise on Farnborough airport's aircraft performance capabilities | | X | | | | | |
| | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | | | | | | | Duplicated Question |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | | | X | | | | |
| **Any other design principles we should consider?** | | | | | | | | | |
| | | | | | | | | | |
| | We do not consider ourselves technically qualified to answer many of the questions raised and cannot suggest, therefore, other design principles. | | | | | | | | |
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| **Additional Comments made during Workshops** | | | |
|---|---|---|---|
| Workshop | Comment | Farnborough Response | Further feedback |
| Workshop 3 | Introduce periods where no flying takes pace | This is not a design principle as it is not relevant to airspace design | Agreed |
| Workshop 3 | Compensation for newly overflown | This is not a design principle as it is not relevant to airspace design | Agreed |
| Workshop 3 | Farnborough Airport should cease operations | This is not a design principle as it is not relevant to airspace design | Agreed |
| Workshop 3 | Reference to electronic conspicuity | This is not an airspace design, but an operating procedure which can be investigated at a later stage | Agreed |
| Workshop 3 | Should have a higher transition altitude to maximise use of airspace | This is not within Farnborough's control. NATS & the CAA have decided not to pursue a higher TA. | Agreed |

# Phase 2 Feedback

# Pages 177-201

[redacted]

**From:** [redacted]
**Sent:** 02 March 2023 11:33
**To:** FASI-S Farnborough Airport
**Subject:** EXT: Blackbushe Feedback to Phase 2 Engagement

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

Thanks for your time with the slides today. As discussed, our observations on the design principles at this stage are:

1. It was noted that the design principles at one point discounted a specific policy regarding overflying AONB and National Parks but at another point they remained in. I think the position towards these ought to be consistent, and understand the reason for leaving them out if covered by Gov policy.

2. The second point was around what are called "clutch" airfields. I think the policy needs to have a statement that deals with the following two issues:

    a. Clutch airfields should not be disadvantaged by the new airspace design. It is our view this should apply equally to VFR and IFR traffic, as we felt that the airspace design (in the last instance) has had the effect of disadvantaging local aerodromes, despite everyone's efforts to mitigate this at the implementation stage) I appreciate you can't make policies that it will be specifically improved, but some assurances that:
        i. available uncontrolled airspace;
        ii. access to controlled airspace
        iii. proximity of controlled airspace to aerodrome visual circuits

    will not result in a negative impact would be appreciated.

    b. The statement that the new airspace should accommodate forecast demand for Farnborough, we believe that likewise it should accommodate forecast demand for clutch airfields. We should be invited to provide estimates for growth and to align with the policy of not disadvantaging us, this shouldn't just mean the new airspace shouldn't have a negative impact now, it also shouldn't prevent us from growing in a sustainable manner too. It is likely this airspace takes over a decade or more to deliver, and the airspace needs to anticipate what the needs might be by the time it goes live. This might include new emerging technology which the AMS ought to consider (such as UAV, EVTOL etc).

3. On the principle of quantitively assessing safety impacts, you mentioned collating a series of data points which can be used to measure the effectiveness of the airspace change once it has been implemented. I think clutch airfields ought to also be invited to provide data points. The recent airspace change demonstrated that the negative impacts on safety outside the controlled airspace, but within the ATZs of neighbouring airfields wasn't properly considered early on, which led to airspace design which results in pilots making less safe manoeuvres in an effort to avoid infringing controlled airspace. I'm not casting blame here, I know that our previous management failed to engage with the previous ACP effectively which undoubtedly contributed to this. However, I think as organisations we ought to learn from our previous experience, and therefore I think it would be worth establishing some data points which we can feed into the ACP process, so that it can be demonstrated that the airspace has either improved, or at least not reduced safety in surrounding uncontrolled airspace. For example, our go-around rate has more than doubled since Feb 2020, this might be an indicator we use. Likewise, we might use other datapoints like MORs, Airprox, Infringements etc.

I hope these items can be considered as you proceed with the AMS and please know you have my full support in delivering it. I have no doubt that the intention of those involved is to deliver airspace that benefits all, but it would be useful to have

the assurances documented now in order to ensure those intentions remain throughout the process, particularly as the length of this project is likely to see some personnel changes during its design and delivery.

Thanks,

[redacted]

[redacted]
Managing Director, Blackbushe Airport Ltd
[redacted]
W: www.blackbusheairport.co.uk

[redacted]

**From:** [redacted]
**Sent:** 08 March 2023 14:57
**To:** FASI-S Farnborough Airport
**Subject:** EXT: Comments on Airspace Modernisation Airspace Change Proposal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As Waverley Borough Council's representative on FACC, I attended the Phase 2 Workshop on 3 March. I found it extremely useful (even though I may not agree with all that was said) so thank you for putting it on and inviting me.

I have the following comments on the papers you distributed. They represent my personal views, not those of Waverley Borough Council.

1. N5 - Avoid overflight of rural areas with low ambient noise. While I understand that this principle may well have to be modified in future stages where all these principles have to be examined in more detail and scrutinised in relation to other design principles, I'd like to put on record that I am disappointed, as someone representing residents living in Waverley, that it has been discarded at this early a stage.

2. In the proposed prioritised list pf design principles, you use the word 'communities' where you say that overflying the same communities are to be avoided. I have no argument with that, but one of the problems local Waverley residents have is, if they happen to live directly underneath a particular flight path, they are subject to a disproportionate degree of nuisance as aircraft, using advanced technology, tend increasingly to fly on exactly the same paths, rather than using the full width of the authorised flightpath. The 'community' affected can therefore be a linear band of no more than metres wide but extending lengthwise for a considerable distance. I hope that future stages of the ACP can recognise this more explicitly and of course modify their proposals accordingly by directing aircraft not to use exactly the same path every time - in order to give these residents some respite.

3. One of the design principles is 'accommodate forecast demand for Farnborough'. I don't dissent from this general principle but feel (as others did) that this implies that the ACP should stick quite rigidly to the existing cap of 50,000 movements per year plus other existing sub-limits. It might be that future design work identifies that reducing this limit brings other benefits such as general noise reduction and so shouldn't be declared out of scope at this early stage.

4. While I recognise that the current PIR and this work are technically quite different, I hope that the CAA will take these early stages of the ACP into account when progressing the PIR - even though they have differing timescales.

Best wishes.

[redacted]
Member of FACC
Waverley Borough Councillor
Frensham, Dockenfield and Tilford Ward
[redacted]

# EXT: Re: Farnborough Airport - Request for Feedback - Design Principles

[redacted]
Fri 31/03/2023 07:38

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]
I hope you are well?
I have no feedback from the latest round of discussions at the beginning of the month.
All the best
[redacted]
Dubai Air Wing

On 7 Mar 2023, at 17:06, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

*CAUTION: This email is originated from an External Address. Do not visit the links or open attachments unless you recognize the Sender.*

Dear Stakeholder,

Thank you very much to those of you were able to attend our second round of workshops between 1st to the 3rd March 2023 on Design Principles for our new airspace change proposal. Further information on our proposal is available on the CAA Portal here.

In the workshops we presented a summary of the feedback we received from our first phase of engagement and shared a draft set of design principles for our airspace change proposal.

During the workshops, some stakeholders suggested changes to our proposed design principles, some of which we have incorporated in the list, you can see the original version alongside proposed changes in the presentation. We would now welcome your feedback on that list of design principles.

Please let us have your feedback by COP on **Friday 31st March 2023**. We have also provided an updated FAQ document, with some of the questions we have received over the course of our engagement so far.

Following analysis of your feedback, Farnborough Airport will then form the final list of design principles for this airspace proposal. This list, along with all our engagement material and the feedback we have received will form part of our Stage 1 submission documents and be submitted to the CAA in April, for a May 2023 gateway.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com
<image001.png>

[redacted]

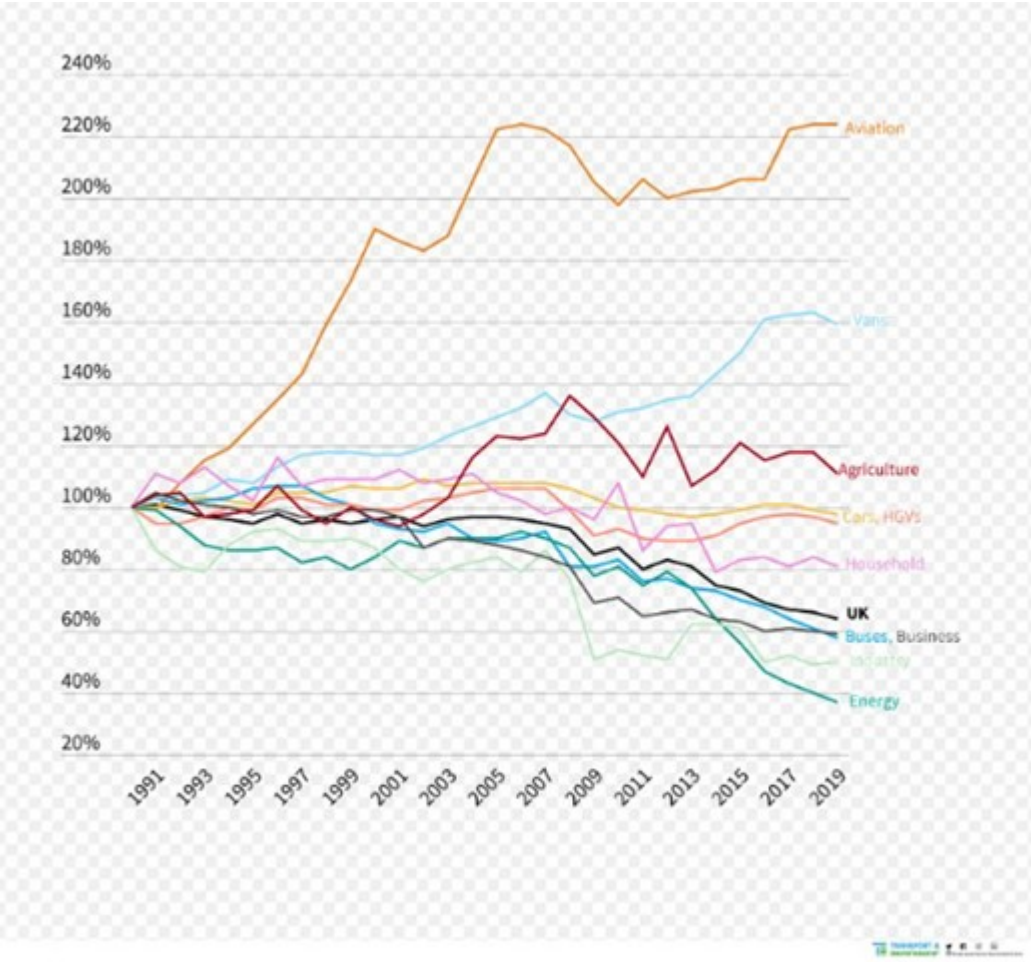
**From:** [redacted]
**Sent:** 23 March 2023 13:12
**To:** FASI-S Farnborough Airport
**Subject:** EXT: RE: Farnborough Airport - Request for Feedback - Design Principles

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted] below are comments from Farnborough Noise Group.

Firstly, I have previously highlighted the fact that growth in aviation is already a problem for the UK and its ability to meet the legal obligations under the Climate Change Act (see below). Increasing the capacity of UK airspace supposes that aircraft are going to stop using hydrocarbon fuel (fossil fuel and SAF) in the next seven years which is clearly ridiculous.




Transport & Environment. CO2 emissions growth by sector against 1991 baseline.

In addition, the Government's Jet Zero policy states that CO2 emissions from aviation cannot increase above 2019 levels. In the past 12 months emissions are already above this so there must be pressure on the aviation sector to reduce flights and capacity, not increase it. This is what countries like France and Netherlands are doing now, not in years to come.

Regarding the documentation sent out, it is clear to see the way that the CAA is trying to position just two choices for the public to consider. This is unreasonable and undemocratic. The involvement of the public at the design principles stage has been repeatedly raised in response to the CAA's current CAP 1616 consultation. The CAA is saying it wants to "double airspace capacity" and "we want to give airspace back" but the only way to do this will be to reduce respite flightpaths and increase the density of flights in concentrated flightpaths using PBN. It is also saying that it will reduce the number of people overflown and using the argument that there are more people in favour of routing flights over quiet rural areas. Of course there are! There are more people in urban areas saying the flights should be over rural areas than there are people in rural areas saying they should fly over urban areas. This is the mentality of people who throw rubbish out of a car window in the countryside thinking nobody will notice it. There is already legislation designed to protect rural areas from noise pollution that the CAA is ignoring (Air Navigation Guidance 2017) and there is more legislation about to be enacted to further protect rural areas from noise and pollution (National Planning Policy Framework). On top of that, there are more areas in the South East being incorporated into National Parks for the benefit of the millions of people in the South East wanting and needing rural areas for wellbeing and environmental sustainability. You can't have every organisation grabbing bits of space/sky thinking their need is greater than anyone else's. If every organisation takes the CAA's approach (housing, roads, rail, drilling licences, incinerators, etc), there won't be any "rural" left.

The DfT is about to announce restrictions on ultrafine particle pollution and the aviation sector is a major contributor to this. There are now legal challenges being taken out against specific MPs and public bodies for failing to meet the legally binding emissions reductions applied to all government departments. Once MPs start being called to court, it will get interesting. The High Court has repeatedly been on the side of the environment not politicians.

Key points from the presentation and FAQs are:

1. Page 5, Para 2 – CAA views the Farnborough AMS as having been completed. This is incorrect and cannot be assumed.
2. Page 6, Para3 - CAA is saying it intends to give back airspace and it is committed to PBN. The document explains how this will "benefit" people regarding Farnborough aircraft but doesn't explain that there will be a consequential increase in LGW/LGR aircraft in the area as the flightpaths are relocated over new areas. The aim is for 2m movements a year for LGW/LGR by 2030. That's between 3,000 and 6,000 movements a day/night.
3. Page 10 – incorrect as it benchmarks safety from now, not prior to the FAL ACP.
4. Page 13 – The 2014 design of FAL airspace considered AONB/NP and low flying aircraft but said they couldn't be avoided. What will be different in AMS and the application of Air Navigation Guidelines 2017, NPPF and government regulations on noise?
5. Page 14 point b – It is misleading to use the post FAL ACP as the baseline for "no new people overflown" rather than pre-ACP. The CAA has failed to provide the data and methodology to support the claim in the 2014 consultation.
6. Page 14 point c – The statement misleads as the intention will be to reduce the number of routes into/out of FAL i.e. greater concentration rather than dispersal.
7. Page 14 point d – Aircraft are still noisy down to 7,000ft. This suggest LHR/LGW aircraft will be able to fly lower than they generally do now.
8. Page 18 point c - PBN results in aircraft flying exactly over the same track which is a major issue with relentless noise for people who live under/near them. PBN allows for multiple tracks to be flown to provide respite. Problem with respite is that it means you need to take a lot more airspace. AMS is expecting to reduce CAS….. therefore use more PBN and less respite which is unacceptable.

9. Page 18 – It appears that FAL expects to grow volumes. This is a planning issue rather than an airspace issue. No aviation )including FAL) can increase volumes for the reasons given already.

The AMS design prioritisation in the tables has been skewed by the number of people "voting" as there are more people in towns/cities and fewer in rural areas. That may appear to be "democratic" but it is not a reasonable approach.

Regards,

[redacted]
Chair - Farnborough Noise Group

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 07 March 2023 13:13
**Subject:** Farnborough Airport - Request for Feedback - Design Principles

Dear Stakeholder,

Thank you very much to those of you were able to attend our second round of workshops between 1st to the 3rd March 2023 on Design Principles for our new airspace change proposal. Further information on our proposal is available on the CAA Portal here.

In the workshops we presented a summary of the feedback we received from our first phase of engagement and shared a draft set of design principles for our airspace change proposal.

During the workshops, some stakeholders suggested changes to our proposed design principles, some of which we have incorporated in the list, you can see the original version alongside proposed changes in the presentation. We would now welcome your feedback on that list of design principles.

Please let us have your feedback by COP on **Friday 31st March 2023**. We have also provided an updated FAQ document, with some of the questions we have received over the course of our engagement so far.

Following analysis of your feedback, Farnborough Airport will then form the final list of design principles for this airspace proposal. This list, along with all our engagement material and the feedback we have received will form part of our Stage 1 submission documents and be submitted to the CAA in April, for a May 2023 gateway.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

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# EXT: RE: Reminder: Farnborough Airport - Request for Feedback - Design Principles

[redacted]

Thu 30/03/2023 11:11

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Thanks again for this opportunity to comment on the updated proposed design principles. My brief comments are as follows.

Principle 1. Compliance with the CAA's AMS is not 'subject to' the maintenance of an appropriately high standard of safety. My understanding is that the establishment and subsequent maintenance of safety standards is addressed by the CAAs' licensing, auditing, and incident reporting procedures.

Principle 3. Could be better to say "*shall not constrain movements to a level below the permitted level of annual movements".*

Point 4. Does point 4a comply with the government's altitude-based priorities? Above 4000 feet a balance is to be struck between noise and GHG emissions?

Principle 6. Experience shows that those who are newly overflown generate most, if not all the current noise complaints. The design principle should therefore avoid, not just minimise, newly overflown populations. Existing populations overflown by aircraft in the transition phase should benefit from the anticipated 'higher quicker' flight profiles.

Kind regards

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** Wednesday, March 29, 2023 1:39 PM
**Subject:** Reminder: Farnborough Airport - Request for Feedback - Design Principles

Dear Stakeholder,

Thank you very much to those of you were able to attend our second round of workshops between 1st to the 3rd March 2023 on Design Principles for our new airspace change proposal. Further information on our proposal is available on the CAA Portal here.

In the workshops we presented a summary of the feedback we received from our first phase of engagement and shared a draft set of design principles for our airspace change proposal.

During the workshops, some stakeholders suggested changes to our proposed design principles, some of which we have incorporated in the list, you can see the original version alongside proposed changes in the presentation. We would now welcome your feedback on that list of design principles.

Please let us have your feedback by COP on **Friday 31st March 2023**. We have also provided an updated FAQ document, with some of the questions we have received over the course of our engagement so far.

# EXT: RE: Reminder: Farnborough Airport - Request for Feedback - Design Principles

[redacted]
Thu 30/03/2023 13:52

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Thank you for the ongoing engagement and opportunity to provide comment/feedback.

Heathrow has no comments on this aspect of Farnborough's Airspace Change Proposal.

Kind regards

[redacted]
Airspace Change Policy Manager

Heathrow

The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

m: [redacted]
w: heathrow.com t: twitter.com/heathrowairport
a: heathrow.com/apps

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 29 March 2023 14:01
**Subject:** Reminder: Farnborough Airport - Request for Feedback - Design Principles

**Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.**

Dear Stakeholder,

Thank you very much to those of you were able to attend our second round of workshops between 1st to the 3rd March 2023 on Design Principles for our new airspace change proposal. Further information on our proposal is available on the CAA Portal here.

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During the workshops, some stakeholders suggested changes to our proposed design principles, some of which we have incorporated in the list, you can see the original version alongside proposed changes in the presentation. We would now welcome your feedback on that list of design principles.

Please let us have your feedback by COP on **Friday 31st March 2023**. We have also provided an updated FAQ document, with some of the questions we have received over the course of our engagement so far.

# EXT: fasi-s farnborough airport

[redacted]

Wed 29/03/2023 15:14

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted]

Hope all is well with you. At long last I have looked at the Phase 2 slides and in principal agree with direction the proposal is going in. It is I think important to have continued liaisons with NATS to tie together any changes that may be made to all of Londons airspace.

Good Luck.

Kind regards,

[redacted]

[redacted]

Grantex Aviation
Business Aviation Centre
Farnborough Airport
Farnborough
Hampshire
GU14 6XA

[redacted]

# EXT: Re: Reminder: Farnborough Airport - Request for Feedback - Design Principles

[redacted]

Fri 31/03/2023 10:18

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Cc: [redacted]

3 attachments (1,002 KB)

FAL_DP_Phase2_Final_1.0 (1).pdf; FAQ_V2.0(Mar23).pdf; image001.png;

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Please find below, my comments, questions and feedback following the recent consultation meeting. In the interests of both brevity and clarity, I have provided these in point form and trust that they are all clear.

We may provide further input later today.

If there is anything in my feedback that requires clarification, please let me know.

Regards.

[redacted] *Chairman, Lasham Gliding Society*

Lasham points of feedback:

- Workshop document, Summary of the Statement of Need: bullet point 3 states that the majority of limitations that Farnborough is experiencing is related to Heathrow and Gatwick. Can you clearly state which other limitations are also creating the need for this ACP?
- Policies P1 and P2: High stakeholder priority as attached to the proactive compliance with both policies. While, however, both may already be referenced in other CAA/other documents, we believe that both should be explicit objectives in any Farnborough ACP. This would prevent the proactive measures being lost from any ACP.
- Mandated Design Principle: it is imperative that specific local objectives/requirements are taken into proper account within an ACP. All of the priorities highlighted by Lasham Gliding Society are entirely aligned with AMS objectives. Under no circumstances, should an 'interpretation' of the AMS be used to exclude or diminish a local priority - unless there is a clear and agreed conflict. Under such circumstances, further engagement should take place in order to reconcile points of conflict.
- Environment E1 through to E4: we oppose the idea that airspace design should be based on the principle that it must be able to accommodate all aircraft types, specifically those that are most polluting. This creates the perverse situation where airspace design is enabling poor environmental performance. Indeed, outside the ACP, we think that Farnborough should do

much more to improve its overall environmental footprint through, for example, reducing the number of positioning flights taking place.

- AA1 - we made our point clear in the consultation meeting - airspace design should permit reasonable expectations of aircraft movement. They must not be based on future traffic forecasts that cannot be properly validated. Farnborough's ability to forecast movement numbers has been clearly shown to be not just woeful but actually totally biased. Continuing to use projections without a properly considered rationale fundamentally undermines the ACP process. We suggest that the design should assume no more than 40,000 movements over the next 10+ years.
- Additional Suggestions from Stakeholders - we do not consider the aim of minimising impact on GA and other airspace users to be adequately or specifically addressed by DP1, 2 and 4 at this stage in the process.
- Proposed Design Principle 5 - Dependencies should not be removed if, by doing so, there would be a material detriment to any stakeholder group.
- Accompanying FAQ document - refers to the intention of creating the capacity for efficient growth. In the first consultation meeting, Farnborough clearly stated that this was a requirement introduced by the CAA and was not something that Farnborough had in mind in preparing an ACP. Please clarify this point publicly - assuming that the clear answer given in consultation meeting 1 remains accurate. If it does not, please make that clear in return.

[redacted]
Chairman, Lasham Gliding Society

Dear Stakeholder,

Thank you very much to those of you were able to attend our second round of workshops between 1st to the 3rd March 2023 on Design Principles for our new airspace change proposal. Further information on our proposal is available on the CAA Portal here.

In the workshops we presented a summary of the feedback we received from our first phase of engagement and shared a draft set of design principles for our airspace change proposal.

During the workshops, some stakeholders suggested changes to our proposed design principles, some of which we have incorporated in the list, you can see the original version alongside proposed changes in the presentation. We would now welcome your feedback on that list of design principles.

Please let us have your feedback by COP on **Friday 31st March 2023**. We have also provided an updated FAQ document, with some of the questions we have received over the course of our engagement so far.

Following analysis of your feedback, Farnborough Airport will then form the final list of design principles for this airspace proposal. This list, along with all our engagement material and the feedback we have received will form part of our Stage 1 submission documents and be submitted to the CAA in April, for a May 2023 gateway.

# EXT: RE: Farnborough Airport - Request for Feedback - Design Principles

[redacted]

Fri 31/03/2023 13:21

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon [redacted]

MOD supports your list of Design Principles but would have preferred to see inclusion of a DP to minimise impact on other airspace users. I can see from your briefing material that this has been discounted as deemed to be captured within DP1,2 and 4, however it would be appreciated if the intent can be explained explicitly within at least one of those DPs, or reconsider its addition separately.

Kind regards,

[redacted]

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 07 March 2023 13:07
**Subject:** Farnborough Airport - Request for Feedback - Design Principles

Dear Stakeholder,

Thank you very much to those of you were able to attend our second round of workshops between 1st to the 3rd March 2023 on Design Principles for our new airspace change proposal. Further information on our proposal is available on the CAA Portal here.

In the workshops we presented a summary of the feedback we received from our first phase of engagement and shared a draft set of design principles for our airspace change proposal.

During the workshops, some stakeholders suggested changes to our proposed design principles, some of which we have incorporated in the list, you can see the original version alongside proposed changes in the presentation. We would now welcome your feedback on that list of design principles.

Please let us have your feedback by COP on **Friday 31st March 2023**. We have also provided an updated FAQ document, with some of the questions we have received over the course of our engagement so far.

Following analysis of your feedback, Farnborough Airport will then form the final list of design principles for this airspace proposal. This list, along with all our engagement material and the feedback we have received will form part of our Stage 1 submission documents and be submitted to the CAA in April, for a May 2023 gateway.

Kind Regards,

[redacted]

# EXT: RE: Reminder: Farnborough Airport - Request for Feedback - Design Principles

[redacted]

Fri 31/03/2023 08:46

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

On behalf of NERL I would like to thank you for this additional opportunity to provide feedback on your draft Design Principles.

NERL wondered whether your DPs would be listed in priority order or whether priority status would be allocated later?

As a general comment for DPs 3-8, the format should be "The airspace design should/shall…[DP text] to the greatest/smallest possible extent"

DP1 – could stop after "today" but fine as it is. Regarding the DP evaluation it is worth noting that "as safe as today" as would been to be amber and only "safer than today" would be green. Just a thought.

DP2 – no further comment

DP3 – no further comment. Again, NERL was unsure how this would be assessed at the DP Evaluation.

DP4 – this is actually 5 sub-DPs, and each would need to be evaluated separately. (DP4 C, is in two parts: the first being volume, the other being complexity, and both must be evaluated separately).

DP5 – NERL would suggest a revision to the wording: "The airspace design should minimise dependencies on adjacent units". The current wording may be too vague and subsequently hard to evaluate.

DP6 – this is also 4 sub-DPs. 4d could be "minimise the overflight of communities by air traffic using more than one airport below 7,000ft, where one of those airports is Farnborough"

DP7 – NERL considers that DP7 is unclear and may be difficult to evaluate. Perhaps this could be incorporated into DP4, i.e. "Using modern fleet capabilities, improve vertical profiles to enable….." however if the intention was to refer to nav capabilities, that should be the stated instead.

DP8 – this could be a sub-DP of DP5. NERL would suggest a revision to the wording, along the lines of: "The airspace design should accommodate Farnborough Clutch airways traffic to the greatest possible extent".

Once again, thank you for this opportunity to comment. I hope you find our thoughts helpful.

Kindest regards

[redacted]

NATS

[redacted]
Airspace Engagement Manager

[redacted]

NATS Corporate & Technical Centre,
4000 Parkway,
Whiteley, Fareham,
Hants, PO15 7FL.
www.nats.co.uk

**NATS PRIVATE**

# EXT: RE: Reminder: Farnborough Airport - Request for Feedback - Design Principles

[redacted]
Wed 29/03/2023 13:10

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

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[redacted]
Thanks for the reminder.
The BGA is aligned with Lasham Gliding Society on the DPs. Please accept the Lasham Gliding Society input as reflecting the view of the BGA.
Kind regards
[redacted]
BGA

---

**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** Wednesday, March 29, 2023 1:52 PM
**Subject:** Reminder: Farnborough Airport - Request for Feedback - Design Principles

Dear Stakeholder,

Thank you very much to those of you were able to attend our second round of workshops between 1st to the 3rd March 2023 on Design Principles for our new airspace change proposal. Further information on our proposal is available on the CAA Portal here.

In the workshops we presented a summary of the feedback we received from our first phase of engagement and shared a draft set of design principles for our airspace change proposal.

During the workshops, some stakeholders suggested changes to our proposed design principles, some of which we have incorporated in the list, you can see the original version alongside proposed changes in the presentation. We would now welcome your feedback on that list of design principles.

Please let us have your feedback by COP on **Friday 31st March 2023**. We have also provided an updated FAQ document, with some of the questions we have received over the course of our engagement so far.

Following analysis of your feedback, Farnborough Airport will then form the final list of design principles for this airspace proposal. This list, along with all our engagement material and the feedback we have received will form part of our Stage 1 submission documents and be submitted to the CAA in April, for a May 2023 gateway.

Kind Regards,

[redacted]
Aerodrome Service Co-Ordinator
Farnborough Airport | [redacted]
www.farnboroughairport.com

FARNBOROUGH AIRPORT

# EXT: RE: Reminder: Farnborough Airport - Request for Feedback - Design Principles

[redacted]

Wed 29/03/2023 15:37

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello [redacted]

Your reminder came in just as I was starting to refresh my memory on this!!!

The attachments are helpful, thank you.

One matter of precision; P2 should also include section 85 of the Countryside and Rights of Way Act 2000 as that provides a similar duty of regard to the purposes of designation for AONBs as the Environment Act does for National Parks. Furthermore, the Guidance from DEFRA on the operation of those duties under both acts is clear that 'relevant bodies' [and that includes government ministers] should, para 5, 'note that the duties apply to any decisions or activities an authority may take affecting land in these areas; not just to those that relate to narrowly-defined environmental or 'countryside' issues.'

This AONB is, therefore, concerned that the 'parking' of principles N4 and N14, because they are covered by Air Navigation Guidance 2017, takes those duties out of sight when they should be continuously part of the design process.

It also seems rather strange that N5, avoid overflying of rural areas with low ambient noise, is also set to one side because it 'contradicts Government policy'. What is that policy? We regularly get Parliamentary statements about the importance of the character and nature of the countryside so it seems rather strange the avoiding rural areas with low ambient noise should be against government policy.

I look forward to hearing from you, and I trust those points can be taken on board.

Regards [redacted]

[redacted]
Chartered Landscape Architect
Principal Landscape & Planning Officer (part-time, Mon-Wed)
Cranborne Chase Area of Outstanding Natural Beauty
Cranborne Chase AONB Office, Rushmore Farm, Tinkley Bottom, Tollard Royal, Wiltshire, SP5 5QA
[redacted]
Hosted by Wiltshire Council
**Click to get our web site and AONB Management Plan**
**14th International Dark Sky Reserve in the World**; Dark Night Skies

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**From:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Sent:** 29 March 2023 13:58
**Subject:** Reminder: Farnborough Airport - Request for Feedback - Design Principles

Dear Stakeholder,

Thank you very much to those of you were able to attend our second round of workshops between 1st to the 3rd March 2023 on Design Principles for our new airspace change proposal. Further information on our proposal is available on the CAA Portal here.

[redacted]

**From:** [redacted]
**Sent:** 22 March 2023 10:44
**To:** FASI-S Farnborough Airport
**Subject:** EXT: Re: EXT: Re: Farnborough Airport - Request for Feedback - Design Principles
**Attachments:** 2022-04-30-XTR-A285BB9D37A2-01.IGC; 2022-04-30-XTR-A285BB9D37A2-01.KML

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

The answers to your questions are as follows:

1. Are you able to provide/access this data in a digital drawing format (csv, dwg, kml) so we could plot and understand vertical profiles?

There is no typical flight profile and pilots could be anywhere from 10m above the ground to 300m over the ground at any point in the flight (subject to airspace and could be higher if the conditions allow). The data is available but I would need to do some work to find a way of getting hold of it in a suitable format. I will investigate.

2.Failing that, are you able to provide information on the preferred profiles for such flights (in the absence of airspace constraints)

Paragliders fly cross country by finding thermals to gain as much height as possible before then gliding to the next thermal. When thermalling the profile is very similar to a sailplane but a paraglider turns tighter. On glide the pilot will be descending as they cover distance. The performance of a paraglide is very poor and they only have a glide angle of between 8% and 12% downwards. They will always try to get as high as possible in the thermal subject to airspace limits. Thus the preferred profile is dependant on the weather on any particular day. I attach a klm and IGC file from a flight of mine to give you some indication of the random nature of our flights. The flight was in Wales but gives an indication about the randomness.

3.Is this based on ADSB data or similar, or is this based on GPS data direct from the pilots/aircraft?

The data has been derived from GPS data downloaded from pilots flight instruments as an "IGC" file. The flight instruments vary according to what the pilots own but the data is presented in the same format for all instruments. This is just a flat text file with GPS information recorded every second of a flight.

With kind regards

[redacted]

On Tue, 7 Mar 2023 at 16:06, FASI-S Farnborough Airport <fasi-s@farnboroughairport.com> wrote:

[redacted]

Thanks for the information it will be very useful in the next stage of the process and beyond and we will certainly reference it. We have a few questions for you please:

- Are you able to provide/access this data in a digital drawing format (csv, dwg, kml) so we could plot and understand vertical profiles?
- Failing that, are you able to provide information on the preferred profiles for such flights (in the absence of airspace constraints)
- Is this based on ADSB data or similar, or is this based on GPS data direct from the pilots/aircraft?

There's no rush in getting back to us on this, it will be later in Stage 2 when we would reference such information but when the time comes, it would be great if we can get back in touch with you for such data requests?

Kind Regards,

[redacted]

Aerodrome Service Co-Ordinator

Farnborough Airport | [redacted]

www.farnboroughairport.com

FARNBOROUGH AIRPORT

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**From:** [redacted]
**Sent:** 07 March 2023 15:08
**To:** FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>
**Subject:** EXT: Re: Farnborough Airport - Request for Feedback - Design Principles

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[redacted]

I thought it would be useful, before you get into the next stages for the airspace design, to share with you and the team a heatmap of Paragliding flights in the area to the west of Farnborough. The data has been compiled on a website https://flyxc.app/?s=20&l=xc which picks up flight logs from pilots who submit data to one of the competition leagues https://www.xcontest.org/world/en/. This data is not all of the flights as many pilots do not submit flight data to xcontest and does not include Hang Glider flights but those are much lower in numbers (about 5% of the volume of Paraglider flights).

The two screenshots show the tracks of paragliders, with the Skysurfers launch sites being easily identifiable by the intensity of the lines (Old winchester Hill, Wether Down, Butser Hill and Harting being the sites most often flown in Hampshire). Blue lines show individual flights. The airspace is marked on the screenshots and clearly show the pinchpoints around the airspace. A lot of the flights that are squeezed by the Southampton airspace are from Coombe Gibbet up to the North and by the Farnborough airspace. The biggest problem is the floor of the Farnborough airspace above our sites as this limits our operations.

Please let me know if you would like further information or explanation.

With kind regards

[redacted]

# EXT: Farnborough design principles stage 1 feedback

[redacted]

Thu 30/03/2023 15:54

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

The Southdown Gliding Club appreciates the opportunity to engage with Farnborough Airport in your latest airspace change and would like to offer the following feedback on three points associated with the Design Principles (Stage 1, Step 1b) that you propose to use:

**Point 1**

According to Sustainable Aviation, in the UK Continuous Descent Operations (CDO) is more commonly known as Continuous Descent Approach (CDA), which typically starts from an altitude of 6,000 feet AMSL and is thus a subset of a CDO. ICAO Doc 9931 has a broader description:

- CDO is enabled by airspace design, procedure design and facilitation by ATC, in which an arriving aircraft descends continuously, to the greatest possible extent, by employing minimum engine thrust, ideally in a low drag configuration, prior to the final approach fix/final approach point (FAF/FAP). An optimum CDO starts from the top-of-descent (TOD) and uses descent profiles that reduce controller-pilot communications and segments of level flight. Furthermore, it provides for a reduction in noise, fuel burn and emissions, while increasing flight stability and the predictability of flight path to both controllers and pilots.

The Southdown Gliding Club fully supports the application of CDO techniques but notes that there are no apparent metrics associated with where Farnborough Airport intends to apply CDOs (start or finish) and what % of arrivals you anticipate will use CDO. Noting that current STARS at Farnborough commence at FL180 (ELDAX) and AT or ABOVE FL110 (KATHY), there is scope to interpret Farnborough Airport's intentions above the current UK CDA definition. Having a Design Principle is admirable, but in terms of showing how your Design Principles intend to be demonstrated in the final airspace operation (especially in Stage 7), further clarification could be provided.

**Point 2**

The demarcation level of 7,000 feet came up a number of times in the presentation on 01 March 2023 and is a completely arbitrary level. It is applied both in the Government Air Navigation Guidance in their altitude-based environmental priorities i.e., noise versus CO2 and in the responsibility for consultation i.e., Farnborough's responsibility is at and below 7,000 feet and NATS is above. This level has nothing to do with an airspace design or in applying CCO and CDO and possible associated metrics. We feel that Farnborough need to be looking at continuous climb and descent operations through the whole continuum, especially since we know that they would like to take their departure routes to a FL and their STARs today commence some distance out from the airport and well above 7,000 feet. Even though NATS TC provide ATS on the routes above 7,000 feet,

those routes are still published under EGLF in the UK AIP and are technically Farnborough Airport's design.

**Point 3**

The Sothdown Gliding Club supports the Design Principle to remove dependencies, and we can acknowledge the current issue with Southampton ATC. However, Farnborough today have dependencies with other airports e.g., LHR, and of course, we and many other airspace users have Letter of Agreement (LoAs) with the airport. Our view is that as a general Design Principle, Farnborough Airport should be approaching their new airspace design with the objective of removing as many of these dependencies as possible, not just the one with Southampton ATC. A good outcome for the Southdown Gliding Club would be, as a minimum, an airspace design that would simplify or else completely remove the need for an LoA. For reasons of safety and flight efficiency, it is in the best interests of ANSP's ATS provider's and airspace users to have a more optimised airspace design that does not require these dependencies and we feel that this more general point should be reflected in the Design Principle

Best regards,

[redacted]

Airspace Officer, Southdown Gliding Club Ltd.

# EXT: Feedback on Proposed Design Principles

[redacted]
on behalf of
[redacted]
Fri 31/03/2023 21:49

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

1 attachments (40 KB)
2023 Farnborough Airport FASI-S Design Principles response.pdf;

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find attached feedback on the proposed design principles from Surrey County Council.

Kind regards

[redacted]

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**Email:** [redacted]

Aerodrome Service Co-ordinator
Farnborough Airport

**Environment, Transport & Infrastructure Directorate**
Planning Group
Surrey County Council
Quadrant Court
Woking
GU22 7QQ

Ref: FARNBOROUGH AIRPORT FASI-S AIRSPACE CHANGE PROPOSAL (ACP-2022-038).

Emailed to: fasi-s@farnboroughairport.com

31 March 2023

Dear Sir/Madam

**FASI-South Airspace Change Proposal (ACP-2022-038) Design Principles- March 2023**

Thank you for engaging with Surrey County Council on your proposed design principles for airspace change proposal ACP-2022-038.

Air Navigation Guidance 2017 seeks to protect the tranquillity of the AONB and we would like to see this reflected in the proposed design principles. We suggest that Design Principle 2 should include being in accord with Air Navigation Guidance and other relevant national policy and legislation as well as being in accord with the Airspace Modernisation Strategy. The design of new flightpaths will need to consider the proposed extensions to the Surrey Hills AONB.

It is unclear in design principles 4 and 6 if there is any relative priority of principles a-d in each and it would be helpful if this could be clarified. We would also like to see Farnborough Airport recognise the importance of respite from noise as mitigation for local communities who might experience greater concentration of flight paths.

We would like to take this opportunity to emphasise that every effort must be made to ensure that all Surrey communities likely to be affected are kept informed of future consultations on airspace change proposals at Farnborough Airport and that residents are given the opportunity to attend events to enable their full participation.

Yours sincerely

[redacted]

[redacted]
Spatial Planning and Policy Manager

# EXT: Re: Reminder: Farnborough Airport - Request for Feedback - Design Principles

[redacted]

Thu 30/03/2023 09:36

To: FASI-S Farnborough Airport <fasi-s@farnboroughairport.com>

Cc: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear [redacted]

Thank you for email and consultation. I am sorry I was away for the meetings between 1 and 3 March.

The most serious concern in Farnborough Airport's Proposed Design Principles is the omission of the need, where possible, to avoid disrupting the tranquillity of an AONB. The Surrey Hills AONB to the south is the nearest AONB. I understand that the design relates to flying below 7,000 feet.

Mention is made earlier under noise in Workshop 2 to Section 62 of the Environment Act 1995 relating to National Parks. But at least, just as relevant in the case of Farnborough, is Section 85 of the Countryside and Rights of Way Act 2000. It requires public bodies such as yourselves to have regard in its decisions to the purposes of AONB designation.

The most important quality of AONBs, and the Surrey Hills AONB in particular, in relation to this project is their relative tranquillity. As they enjoy low ambient noise levels and parts of the Surrey Hills AONB are elevated and therefore closer to the noise source of an aircraft, it is suggested this is an important factor to take into account. Directly relevant to this is the growing recognition that being able to seek refuge from the tranquillity of an AONB is important to people's health and wellbeing. The medical profession is increasingly encouraging this. The Surrey Hills AONB is an especially important asset as it is close to large populations where the stress created by modern living in this part of the country is possibly the most severe.

The Guidance from DEFRA on the operation of the duty under S.85 of the Countryside and Rights of Way Act (often known as the CROW Act) is that the duty applies "to any decisions or activities an authority may take affecting land in these areas; not just to those that relate to narrowly defined environmental or 'countryside' issues.'

It is appreciated this factor has to be balanced in your final decisions with other important and possibly conflicting factors. But it really ought to feature as one of your design principles. I suggest something along the following lines might be appropriate under section 6 - lateral changes in the table of the concluding Proposed Design Principles -"avoid disturbing the tranquillity of an AONB"

I expect you will want to add the above. But if it is chosen not to do so, you may wish first to gain legal advice to be satisfied you would not be opening yourselves up to legal challenge under S.85 of the CROW Act 2000.

Regards,

[redacted]
Surrey Hills AONB Planning Adviser
[redacted]

FARNBOROUGH AIRPORT

# FARNBOROUGH AIRPORT FASI-S AIRSPACE CHANGE PROPOSAL

## ACP-2022-038

## Appendix E

## Development of Design Principles

**April 2023** **VERSION 1.0**

| Safety | Proposed by | Stakeholder Proposed Principle | Summary of Phase 1 Feedback[1] | | | | Farnborough Rationale & Outcome after Phase 1 | Summary of Phase 2 Feedback/ Analysis | Outcome |
|---|---|---|---|---|---|---|---|---|---|
| | | | Environmental Groups/ Organisations (3) | Industry (16) | Local Authorities/ Council (4) | Local Community Groups (2) | | | |
| S1 | Workshops 1 | **Must** be as safe or safer than today for all airspace users*<br><br>**Potentially with additional supporting information, for example*<br><br>*a) Ensure doesn't degrade below a baseline metric*<br>*b) Ensure no expected increase in controlled airspace infringements*<br>*c) Ensure no increase in traffic density patterns outside CAS*<br>*d) Ensure no increased overflight of aerodrome outside CAS below x000ft* | SA - 2<br>A - 1 | SA - 9<br>A - 4<br>NAND - 1<br>D - 1<br>SD - 1 | SA - 3<br>A - 1 | SA - 1<br>A - 1 | Stakeholders agreed that safety was an important factor for the airspace change.<br><br>Farnborough Airport have tried to incorporate elements of all the suggestions into the design principle for safety.<br><br>**DP1**<br>**Must be as safe or safer than today for all airspace users that are affected by the airspace change***<br><br>***(*We will set out our methodology for assessing this in Stage 2 with a view to using data e.g., flight density plots/volume nm$^3$ of CAS, to support other qualitative assessments).*** | During the Phase 2 workshops it was suggested that reference to "airspace users" be changed to "stakeholders".<br><br>There was also a comment that there was ambiguity about the location of flight density areas, so this was also clarified in the final design principle. | **DP1**<br>**Must be as safe or safer than today for all stakeholders that are affected by the airspace change***<br><br>***(*We will set out our methodology for assessing this in Stage 2 with a view to using data e.g., flight density plots outside CAS/volume nm$^3$ of CAS, to support other qualitative assessments).*** |
| S2 | Workshop 2 | **Must** remain as safe as it is today, accounting for changing traffic numbers in the future | SA - 1<br>A - 2 | SA - 6<br>A - 5<br>NAND - 1<br>D - 2<br>SD - 1<br>SNBC -1 | SA - 3<br>A - 1 | SA – 1<br>A - 1 | | | |
| S3 | Workshop 3 | **Must** enhance safety performance by reducing risks from the operation | SA - 1<br>A - 1<br>NAND - 1 | SA - 4<br>A - 3<br>NAND - 3<br>D – 2<br>SD - 2<br>SNBC - 1 | SA - 2<br>A - 1 | SA - 1<br>A - 1 | | | |
| S4 | Workshop 3 | Must be as safe or safer than today for all airspace users that are affected by the airspace change | SA - 1<br>A – 1<br>NAND - 1 | SA - 5<br>A - 6<br>D - 2<br>SD – 1<br>SNBC - 1 | SA - 3<br>A - 1 | SA – 1<br>A - 1 | | | |
| S5 | Workshop 3 | **Must** be safe for all airspace users | SA - 1<br>A - 1<br>NAND -1 | SA - 7<br>A - 4<br>NAND - 2<br>D - 1<br>SNBC - 1 | SA - 2<br>A - 1 | SA - 1<br>A - 1 | | | |
| S6 | Workshop 3 | Maintain or enhance safety performance for all airspace users | SA - 1<br>A - 1<br>NAND - 1 | SA - 5<br>A - 8<br>NAND - 2<br>D - 1 | SA - 2<br>A - 1 | SA - 1<br>A - 1 | | | |
| S7 | Workshop 4 | Be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change | SA - 1<br>A - 1<br>NAND - 1 | SA - 7<br>A - 6<br>D - 2<br>SNBC - 1 | SA - 2<br>A - 1 | SA - 1<br>NAND - 1 | | | |

[1] SA = Strongly Agree, A= Agree, NAND= Neither agree not disagree, D= Disagree, SD= Strongly Disagree, SNBC = Should not be considered

| Policy | Proposed by | Stakeholder Proposed Principle | Summary of Phase 1 Feedback[2] | | | | Farnborough Rationale & Outcome after Phase 1 | Summary of Phase 2 Feedback/ Analysis | Outcome |
|---|---|---|---|---|---|---|---|---|---|
| | | | Environmental Groups/ Organisations (3) | Industry (16) | Local Authorities/ Council (4) | Local Community Groups (2) | | | |
| P1 | CAA | 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 (CAP 1711) and any current or future plans associated with it. | SA - 1<br>A – 1<br>NAND - 1 | SA - 8<br>A – 5<br>NAND - 1<br>D – 1<br>SNBC - 1 | SA - 1<br>A – 2<br>NAND - 1 | SA - 1<br>D - 1 | The inclusion of this design principle is mandatory.<br><br>**DP2**<br>**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.** | Farnborough Airport received feedback asking for specific inclusion of AONB's to the design principles.<br><br>As a result, DP2 has been reworded to remove unnecessary language and make reference to Air Navigation 2017, which specifically references how National Parks & AONBs should be considered during airspace change proposals. | **DP2**<br>**Accord with;**<br>**a. the CAA's published airspace modernisation strategy (CAP1711) and any current or future plans associated with it;**<br>**b. Air Navigation Guidance 2017 & other relevant policy and legislations** |
| P2 | Workshop 2 | Make reference to Section 62 duty in the Environment Act 1995: Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated | SA - 3 | A – 4<br>NAND - 7<br>D - 3<br>SD - 1<br>SNBC - 1 | SA - 1<br>A – 2<br>NAND - 1 | A – 1<br>NAND - 1 | Farnborough Airport believes this suggestion is already covered by Air Navigation 2017 and as such, must be adhered to. | | |
| P3 | Workshop 3 | The amount of controlled airspace is the minimum required to maintain a high standard of air safety | SA - 1<br>A – 1<br>NAND - 1 | SA - 6<br>A – 7<br>NAND - 1<br>D - 2 | SA - 1<br>A – 2<br>NAND - 1 | SA - 1<br>A - 1 | Farnborough Airport believes this is already covered by CAA Policy. | | |
| **Noise** | **Proposed by** | **Stakeholder Proposed Principle** | **Summary of Phase 1 Feedback** | | | | **Farnborough Rationale & Outcome after Phase 1** | **Summary of Phase 2 Feedback/ Analysis** | **Outcome** |
| | | | **Environmental Groups/ Organisations (3)** | **Industry (16)** | **Local Authorities/ Council (4)** | **Local Community Groups (2)** | | | |
| N1 | Workshop 1 | **Must** enable improved vertical profiles compared to the baseline published SID/STAR levels | SA - 1<br>NAND - 2 | SA - 6<br>A – 3<br>NAND - 4<br>D - 2 | A - 1<br>NAND - 2 | A - 1<br>NAND - 1 | Farnborough Airport have attempted to incorporate many of these suggestion into DPs 4&6. | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:** |

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| | | | | | | | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable:** | possible and so reference to 7000ft should be removed. | |
| N2 | Workshop 1 | Should reduce the frequency of overflight for the same populations where possible by:<br>a) Departure routes which diverge as early as possible and stay apart as long as possible<br>b) Arrival routes which converge as late as possible<br>c) Farnborough's arrival & departure flight paths avoiding overflight of the same populations<br>d) Avoiding routes to/from Heathrow, Gatwick and Farnborough overflying the same communities. | SA - 1<br>A - 2 | SA - 1<br>A – 7<br>NAND - 5<br>D - 1<br>SD - 1<br>SNBC - 1 | SA - 2<br>A - 2 | A - 1 | Farnborough Airport have attempted to incorporate many of these suggestions in DP4 & DP6<br><br>**DP4a**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable:**<br>**a. a reduction in total population affected by noise below 7000ft**<br><br>**DP6**<br>**Where lateral changes are required to achieve improved environmental and operational performance, options should:**<br>**b. minimise populations newly overflown**<br>**c. avoid overflying the same communities with multiple routes to & from Farnborough Airport**<br>**d. avoid overflying the same communities with Farnborough routes and those routes from other airports below 7000ft** | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as possible and so reference to 7000ft should be removed.<br><br>FARA suggested that reference to 7000ft in DP4a was not in line with ANG17, Farnborough Airport agreed with this & removed it.<br><br>NATS suggested a re-wording of DP6d, however Farnborough felt this was unnecessary.<br><br>FARA suggested that DP6b be changed to "avoid", this would constrain the ability to make any lateral changes at all below 7000ft.<br><br>Following the phase 2 workshops, Farnborough Airport decided to add the word 'numbers' to DP4a & 6b to help clarify what will be assessed in Stage 2, also the phrase 'to existing tracks' to DP6, to avoid any confusion later in the process. | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:**<br>**a. a reduction in total population numbers affected by noise**<br><br>**DP6**<br>**Where lateral changes to existing tracks are required to achieve improved environmental and operational performance, options should:**<br>**b. minimise population numbers newly overflown**<br>**c. avoid overflying the same communities with multiple routes to & from Farnborough Airport**<br>**d. avoid overflying the same communities with Farnborough routes and those routes from other airports below 7000ft** |

[2] SA = Strongly Agree, A= Agree, NAND= Neither agree not disagree, D= Disagree, SD= Strongly Disagree, SNBC = Should not be considered

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| N3 | Workshop 1 | Should minimise the impact of change on communities by minimising the number of people newly overflown by Farnborough's flight paths. | SA - 1<br>A - 2 | SA - 1<br>A – 4<br>NAND - 8<br>D - 3 | A - 3<br>D - 1 | A - 1<br>NAND - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP6a.<br><br>**DP6**<br>**Where lateral changes are required to achieve improved environmental and operational performance, options should:**<br>**b. minimise populations newly overflown** | FARA suggested that DP6b be changed to "avoid", this would constrain the ability to make any lateral changes at all below 7000ft.<br><br>Following the phase 2 workshops, Farnborough Airport decided to add the phrase 'to existing tracks' to DP6, to avoid any confusion later in the process. Also, Farnborough Airport decided to add the word 'numbers' to DP6b to help clarify what will be assessed in Stage 2. | **DP6**<br>**Where lateral changes to existing tracks are required to achieve improved environmental and operational performance, options should:**<br>**b. minimise population numbers newly overflown** |
| N4 | Workshop 2 | Avoid overflight of AONBs and National Parks | SA - 3 | A - 5<br>NAND - 11 | SA - 1<br>A - 3 | NAND - 2 | Farnborough Airport believes this suggestion is already covered by Air Navigation 2017 and as such, must be adhered to. | Farnborough Airport received feedback asking for specific inclusion of AONB's to the design principles.<br><br>As a result, DP2 has been reworded to remove unnecessary language and make reference to Air Navigation 2017, which specifically references how National Parks & AONBs should be considered during airspace change proposals. | **DP2**<br>**Accord with;**<br>**a. the CAA's published airspace modernisation strategy (CAP1711) and any current or future plans associated with it;**<br>**b. Air Navigation Guidance 2017 & other relevant policy and legislations** |
| N5 | Workshop 2 | Avoid overflight of rural areas with low ambient noise | SA - 2<br>A - 1 | SA - 1<br>A - 1<br>NAND - 12<br>D - 1<br>SNBC - 1 | A - 3<br>NAND - 1 | SA - 1<br>A - 1 | Farnborough Airport believes this contradict other design principles and Government Policy. | Some stakeholders queried the reason that this was not included in the final list. One of the government's key environmental objectives is to limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise. Consequently, this is likely to mean that one of the key principles involved in airspace design will require avoiding over-flight of more densely populated areas below 7000ft (ANG 2017). We felt that having a specific design principle to 'avoid overflying | |

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| | | | | | | | | rural areas with low ambient noise' would be a contradiction of this policy owing to rural areas having lower population numbers living within them. This does not mean that rural areas will therefore be preferred for route placement all the way to/from 7000ft as ANG2017 states *"where practicable, it is desirable that airspace routes below 7000ft should seek to avoid flying over AONB and National Parks" and it also requires sponsors to take account of local circumstances.* | |
| N6 | Workshop 3 | Avoid populations being newly overflown | SA - 1<br>NAND - 1 | SA - 1<br>A - 4<br>NAND - 6<br>D - 5 | A - 3<br>SD - 1 | NAND - 2 | Farnborough Airport have attempted to incorporate this suggestion into DP6a.<br><br>**DP6**<br>**Where lateral changes are required to achieve improved environmental and operational performance, options should:**<br>**b. minimise populations newly overflown** | FARA suggested that DP6b be changed to "avoid", this would constrain the ability to make any lateral changes at all below 7000ft.<br><br>Following the phase 2 workshops, Farnborough Airport decided to add the phrase 'to existing tracks' to DP6, to avoid any confusion later in the process. Also, Farnborough Airport decided to add the word 'numbers' to DP6b to help clarify what will be assessed in Stage 2. | **DP6**<br>**Where lateral changes to existing tracks are required to achieve improved environmental and operational performance, options should:**<br>**b. minimise population numbers newly overflown** |
| N7 | Workshop 3 | Should be an overall noise benefit | SA - 1<br>A - 2 | SA - 3<br>A - 7<br>NAND - 6 | A - 4 | SA - 1<br>A - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP6a.<br><br>**DP6**<br>**Where lateral changes are required to achieve improved environmental and operational performance, options should:**<br>**b. minimise populations newly overflown** | FARA suggested that DP6b be changed to "avoid", this would constrain the ability to make any lateral changes at all below 7000ft.<br><br>Following the phase 2 workshops, Farnborough Airport decided to add the phrase 'to existing tracks' to DP6, to avoid any confusion later in the process. Also, Farnborough Airport decided to add the word 'numbers' to DP6b to help clarify what will be assessed in Stage 2. | **DP6**<br>**Where lateral changes to existing tracks are required to achieve improved environmental and operational performance, options should:**<br>**b. minimise population numbers newly overflown** |

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| N8 | Workshop 3 | Disperse/share the noise | SA - 1<br>A - 1<br>NAND - 1 | A - 9<br>NAND - 6 | SA - 3<br>A - 1 | A - 1<br>NAND - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP6c, as this would result in sharing the noise.<br><br>**DP6**<br>**Where lateral changes are required to achieve improved environmental and operational performance, options should:**<br>**c. avoid overflying the same communities with multiple routes to & from Farnborough Airport** | Following the phase 2 workshops, Farnborough Airport decided to add the phrase 'to existing tracks' to DP6, to avoid any confusion later in the process. | **DP6**<br>**Where lateral changes to existing tracks are required to achieve improved environmental and operational performance, options should:**<br>**c. avoid overflying the same communities with multiple routes to & from Farnborough Airport** |
| N9 | Workshop 3 | Should provide predictable respite | A - 3 | A - 6<br>NAND - 9<br>D - 1 | SA - 2<br>A - 2 | A - 2 | This was not included, as Farnborough Airport feel that the proposed design principles and their prioritisation aim to firstly improve the existing arrangements in the vertical plane (DP4) and then, where lateral changes to existing tracks are require, avoid overflying communities with multiple routes (DP6c) to share the noise where possible. | | |
| N10 | Workshop 3 | Should offer routes with enhanced profiles for days when weather increases noise impacts (e.g. Temperature Inversions) | A - 1<br>NAND - 2 | A - 6<br>NAND - 5<br>D - 3<br>SD - 1<br>SNBC - 1 | A - 3 | SA - 1<br>A - 1 | This was not included, as Farnborough Airport feel that the most optimal design, we can create should be used by everyone. If more optimal profiles can be achieved, we would want them flown all the time. | | |
| N11 | Workshop 3 | Steeper approaches and steeper climbs | A - 1<br>NAND - 2 | SA - 5<br>A - 4<br>NAND - 6<br>SNBC - 1 | A - 1<br>NAND - 2 | A - 1<br>NAND - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP4.<br><br>**DP4**<br>**Improve vertical profiles compared to the baseline published** | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as possible and so reference to 7000ft should be removed. | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:** |

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| | | | | | | | **SID/STAR levels below 7000ft, to enable:** | | |
| N12 | Workshop 3 | Reduce the number of people affected by noise | A - 1<br>NAND - 1 | A - 7<br>NAND - 9 | A - 3<br>D - 1 | SA - 1<br>A - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP4a.<br><br>**DP4a**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable:**<br>**a. a reduction in total population affected by noise below 7000ft** | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as possible and so reference to 7000ft should be removed. | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:** |
| N13 | Workshop 3 | Share the noise but minimise the impacts | SA - 1<br>A - 1<br>NAND - 1 | SA - 1<br>A - 5<br>NAND - 9<br>D - 1 | SA - 1<br>A - 2<br>NAND - 1 | A - 1<br>NAND - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP6c, as this would result in sharing the noise.<br><br>**DP6**<br>**Where lateral changes are required to achieve improved environmental and operational performance, options should:**<br>**c. avoid overflying the same communities with multiple routes to & from Farnborough Airport** | Following the phase 2 workshops, Farnborough Airport decided to add the phrase 'to existing tracks' to DP6, to avoid any confusion later in the process. | **DP6**<br>**Where lateral changes to existing tracks are required to achieve improved environmental and operational performance, options should:**<br>**c. avoid overflying the same communities with multiple routes to & from Farnborough Airport** |
| N14 | Workshop 3 | Reduce the area of overflight of AONBs/National Parks | SA - 3 | A - 5<br>NAND - 10<br>SNBC - 1 | A - 4 | NAND - 2 | Farnborough Airport believes this suggestion is already covered by Air Navigation 2017 and as such, must be adhered to. | Farnborough Airport received feedback asking for specific inclusion of AONB's to the design principles.<br><br>As a result, DP2 has been reworded to remove unnecessary language and make reference to Air Navigation 2017, which specifically references how National Parks & AONBs should be considered during airspace change proposals. | **DP2**<br>**Accord with;**<br>**a. the CAA's published airspace modernisation strategy (CAP1711) and any current or future plans associated with it;**<br>**b. Air Navigation Guidance 2017 & other relevant policy and legislations** |
| N15 | Workshop 3 | Overfly parks/open spaces when it's dark | A - 1<br>D - 1<br>SD - 1 | SA - 1<br>A - 1<br>NAND - 10<br>D - 1 | SA - 1<br>A - 1<br>NAND - 2 | A - 1<br>NAND - 1 | Not strongly supported and would potentially be impossible to implement, | | |

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| | | | | SD - 1<br>SNBC - 2 | | | owing to changing hours of darkness. | | |
| N16 | Workshop 4 | Should avoid overflying the same communities with multiple routes, including from other airports, below 7000ft. | SA - 1<br>A - 2 | A - 5<br>NAND - 10<br>D - 1 | SA - 2<br>A - 2 | SA - 1<br>NAND - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP6 c&d.<br><br>**DP6**<br>**Where lateral changes are required to achieve improved environmental and operational performance, options should:**<br>**c. avoid overflying the same communities with multiple routes to & from Farnborough Airport**<br>**d. avoid overflying the same communities with Farnborough's routes and those routes to & from other airports below 7000ft** | Following the phase 2 workshops, Farnborough Airport decided to add the phrase 'to existing tracks' to DP6, to avoid any confusion later in the process.<br><br>NATS suggested a re-wording of DP6d, however Farnborough felt this was unnecessary. | **DP6**<br>**Where lateral changes to existing tracks are required to achieve improved environmental and operational performance, options should:**<br>**c. avoid overflying the same communities with multiple routes to & from Farnborough Airport**<br>**d. avoid overflying the same communities with Farnborough routes and those routes from other airports below 7000ft** |

| Environ-ment | Proposed by | Stakeholder Proposed Principle | Summary of Phase 1 Feedback[3] | | | | Farnborough Rationale & Outcome after Phase 1 | Summary of Phase 2 Feedback/ Analysis | Outcome |
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| | | | Environmental Groups/ Organisations (3) | Industry (16) | Local Authorities/ Council (4) | Local Community Groups (2) | | | |
| E1 | Workshop 1 | **Must** reduce $CO_2$ emissions through flight path design which:<br>a) improves vertical profiles (see Must Noise DP on improved profiles) and/or<br>b) delivers an overall reduction in flight plannable track miles for Farnborough' arrivals and departure flight paths. | SA - 2<br>NAND - 1 | SA - 4<br>A -7<br>NAND - 3<br>SNBC - 1 | SA - 1<br>A - 3 | NAND - 1<br>D - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP4b & DP6a.<br><br>**DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable:**<br>**b. a reduction in CO2 emissions per flight from Farnborough aircraft** | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as possible and so reference to 7000ft should be removed.<br><br>Following the phase 2 workshops, Farnborough Airport decided to add the phrase 'to existing tracks' to DP6, to avoid any confusion later in the process. | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:**<br>**b. a reduction in CO2 emissions per flight from Farnborough aircraft**<br><br>**DP6**<br>**Where lateral changes to existing tracks are required to achieve improved environmental and operational** |

[3] SA = Strongly Agree, A= Agree, NAND= Neither agree not disagree, D= Disagree, SD= Strongly Disagree, SNBC = Should not be considered

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| | | | | | | | **DP6a**<br>**Where lateral changes are required to achieve improved environmental and operational performance options should:**<br>**a. deliver an overall reduction in flight plannable track miles** | | **performance, options should:**<br>**a. deliver an overall reduction in flight plannable miles** |
| E2 | Workshop 1, 2,3,4 | The airspace design must enable improved Continuous Climb/Continuous Descent | SA - 2<br>NAND - 1 | SA - 4<br>A - 9<br>NAND - 2<br>D - 1 | SA - 1<br>A - 1 | SA - 1<br>A - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP4.<br><br>**DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable** | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as possible and so reference to 7000ft should be removed. | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:** |
| E3 | Workshop 2,3 | Optimised routes should be made available for use by less polluting aircraft e.g best equipped = best served | SA - 1<br>A - 2 | SA - 1<br>A - 6<br>NAND - 5<br>SD - 1<br>SNBC - 2 | SA - 1<br>A - 2<br>NAND - 1 | SA - 1<br>D - 1 | Farnborough Airport have not incorporated this suggestion, as they fell that the most optimal design which can be achieved should be used by everyone and flown all the time. | | |
| E4 | Workshop 3 | **Must** reduce the contribution to climate change from Farnborough's aircraft activities | SA - 1<br>A - 2 | SA - 2<br>A - 7<br>NAND - 7 | SA - 2<br>A - 2 | SA - 1<br>D - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP4b.<br><br>**DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable:**<br>**b. a reduction in CO2 emissions per flight from Farnborough aircraft** | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as possible and so reference to 7000ft should be removed. | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:**<br>**b. a reduction in CO2 emissions per flight from Farnborough aircraft** |
| E5 | Workshop 3 | Reduce $CO_2$ emissions as a result of the airspace change | SA - 1<br>NAND - 2 | SA - 2<br>A - 7<br>NAND – 6<br>SNBC - 1 | SA - 3<br>A - 1 | NAND - 1<br>D - 1 | Farnborough Airport have attempted to incorporate this suggestion into DP4b.<br><br>**DP4**<br>**Improve vertical profiles compared to the baseline published** | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as possible and so reference to 7000ft should be removed. | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:**<br>**b. a reduction in CO2 emissions per flight from Farnborough aircraft** |

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| | | | | | | | **SID/STAR levels below 7000ft, to enable**<br>**a. a reduction in CO2 emissions per flight from Farnborough aircraft** | | |
| **Airspace & Aircraft Capabilities / Technology** | **Proposed by** | **Stakeholder Proposed Principle** | **Summary of Phase 1 Feedback[4]** | | | | **Farnborough Rationale & Outcome after Phase 1** | **Summary of Phase 2 Feedback/ Analysis** | **Outcome** |
| | | | **Environmental Groups/ Organisations (3)** | **Industry (16)** | **Local Authorities/ Council (4)** | **Local Community Groups (2)** | | | |
| AA1 | Farnborough Airport | **Must** meet forecast demand for Farnborough Airport | SA – 1<br>NAND – 1<br>D - 1 | SA - 5<br>A - 9<br>NAND - 2 | SA - 1<br>A - 1 | D - 2 | Farnborough Airport have incorporated this into DP3.<br><br>**DP3**<br>**Accommodate forecast demand for Farnborough Airport.** | During the Phase 2 workshops a re-wording was suggested by stakeholders, which Farnborough agreed to implement. | **DP3**<br>**Shal not constrain the ability to meet forecast demand for Farnborough Airport** |
| AA2 | Workshop 1, 2 | **Mus**t enable a reduction in the total volume of CAS | SA - 1<br>NAND - 2 | SA - 4<br>A - 4<br>NAND - 5<br>D - 3 | NAND - 1 | A - 1<br>NAND - 1 | Farnborough have attempted to incorporate these suggestions into DP4c.<br><br>**DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable:**<br>**c. a reduction in the volume and where possible, complexity of Farnborough Airport's CAS** | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as possible and so reference to 7000ft should be removed. | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:**<br>**c. a reduction in the volume and where possible, complexity of Farnborough Airport's CAS** |
| AA3 | Workshop1 ,3,4 | Should reduce complexity of airspace, simplicity in boundaries (but a reduction in CAS is the priority oversimplification) | A - 2<br>NAND - 1 | SA - 4<br>A - 6<br>NAND – 5<br>SNBC - 1 | NAND - 1 | NAND - 2 | | | |
| AA4 | Workshop 1 | **Mus**t enable a reduction in workload per flight | A - 2<br>NAND - 1 | SA - 1<br>A - 7<br>NAND - 3<br>D - 2<br>SNBC - 2 | NAND - 1 | NAND - 2 | Farnborough have attempted to incorporate these suggestions into D 4d.<br><br>**DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable:** | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as possible and so reference to 7000ft should be removed. | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:**<br>**d. a reduction in the reliance on tactical intervention** |
| AA5 | Workshop 2 | The airspace design should increase systemisation and reduce tactical intervention by ATC | NAND - 3 | SA - 3<br>A - 12<br>NAND - 1 | NAND - 1 | NAND - 2 | | | |

[4] SA = Strongly Agree, A= Agree, NAND= Neither agree not disagree, D= Disagree, SD= Strongly Disagree, SNBC = Should not be considered

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| | | | | | | | **d. a reduction in the reliance on tactical intervention** | | |
| AA6 | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | A – 1<br>NAND - 2 | SA - 7<br>A - 5<br>NAND - 3<br>D - 1 | NAND - 1 | NAND - 2 | Farnborough Airport have attempted to incorporate these suggestions into DP7.<br><br>**DP7**<br>**Make best use of Farnborough's modern aircraft fleet capabilities** | NATS felt that this was unclear and might be difficult to evaluate at Stage 2, however Farnborough airport are satisfied with the current wording. | **DP7**<br>**Make best use of Farnborough's modern aircraft fleet capabilities** |
| AA7 | Workshop 2, 3, 4 | Designs should be based on RNP1 + RF as a minimum. | NAND - 3 | SA - 1<br>A - 6<br>NAND - 6<br>D - 2<br>SNBC - 1 | NAND - 1 | NAND - 2 | | | |
| AA8 | Workshop 2 | Designs should investigate use of Advanced RNP (0.3) and RNP-AR as these may help to enable a reduction in the volume of CAS | A - 1<br>NAND - 2<br>- | SA - 3<br>A - 7<br>NAND - 3<br>D - 1<br>SNBC - 2 | NAND - 1 | NAND - 2 | | | |
| AA9 | Workshop 3, 4 | Reduce the amount of CAS, particularly in the vertical (higher bases of CAS) | A - 1<br>NAND - 2 | SA - 4<br>A - 6<br>NAND - 4<br>D - 1<br>SNBC - 1 | NAND - 1 | NAND - 2 | Farnborough have attempted to incorporate these suggestions into DP 4c<br><br>**DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels below 7000ft, to enable**<br>**c. a reduction in the volume and where possible, complexity of Farnborough Airport's CAS** | During the phase 2 workshops it was suggested that Farnborough should be aiming to achieve improved vertical profiles as much as possible and so reference to 7000ft should be removed. | **DP4**<br>**Improve vertical profiles compared to the baseline published SID/STAR levels, to enable:**<br>**c. a reduction in the volume and where possible, complexity of Farnborough Airport's CAS** |
| AA10 | Workshop 3 | Consider use of different airspace classifications | NAND - 3 | SA - 2<br>A - 6<br>NAND - 6<br>SNBC - 1 | NAND - 1 | NAND - 2 | Farnborough Airport have not incorporated these suggestions, as these are refinements which could be determined through consultation.<br>There are too many variables to consider at Stage 2 of the process, which is to first understand the airspace | | |
| AA11 | Workshop 3 | Consider flexible use of airspace | A - 1<br>NAND - 2 | SA - 5<br>A - 7<br>NAND - 3<br>SNBC - 1 | A - 1 | NAND - 2 | | | |

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| | | | | | | | design (constructs) available. | | |
| AA12 | Workshop 3, 4 | Should capitalise on Farnborough airport's aircraft performance capabilities | A - 1<br>NAND - 2 | SA - 2<br>A - 9<br>NAND - 2<br>SNBC - 3 | SA - 2 | A - 1<br>NAND - 1 | Farnborough Airport have attempted to incorporate these suggestions into DP7.<br><br>**DP7**<br>**Make best use of Farnborough's modern aircraft fleet capabilities** | NATS felt that this was unclear and might be difficult to evaluate at Stage 2, however Farnborough airport are satisfied with the current wording. | **DP7**<br>**Make best use of Farnborough's modern aircraft fleet capabilities** |
| AA13 | Workshop 4 | The PBN specification should maximise benefit, not cater for the lowest common denominator. | NAND - 3 | SA - 4<br>A - 5<br>NAND - 4<br>D - 1<br>SNBC - 2 | NAND - 1 | NAND - 1 | | | |
| AA14 | Workshop 4 | Should result in an overall benefit to the airways traffic into and out of Farnborough 'clutch' airfields | A - 1<br>NAND - 2 | SA - 1<br>A - 7<br>NAND - 5<br>D - 1<br>SD - 2 | NAND - 1 | NAND - 2 | Farnborough Airport initially decided not to include this suggestion, as this is Farnborough's ACP, and the objectives are focussed on Farnborough's operations. | Feedback during the Phase 2 workshops demonstrated how important local industry stakeholders felt this proposal was.<br><br>Farnborough Airport decided to add an additional principle to cover this. | **DP8**<br>**Ensure that Farnborough Clutch airways traffic can still be accommodated, as a result of the changes** |

## Additional Suggestions from Stakeholders

| Stakeholder | Suggested Design Principle | Farnborough Phase 1 Analysis & Outcome | Farnborough Phase 1 Analysis & Outcome |
|---|---|---|---|
| BGA | Maintain safe operations in and around the proposed airspace design | We believe this suggestion is covered by DP1 | |
| BGA | Minimum impact to GA operations | We believe this suggestion is covered by DP1, 2 and 4 | Phase 2 feedback stated that stakeholders would like to see reference to minimise impact to other airspace users, so this was added to DP5.<br><br>**DP5**<br><br>**Aim to remove dependencies with adjacent ATC units and minimise impacts to other airspace users** |
| MOD | Minimise impact on other airspace users – can be by minimising CAS requirements (cognisant of containment policy, you should only request what is required), different classifications of airspace, minimising activation times/planning for future dynamic airspace activation, enabling access for other airspace users. It may not be appropriate to reduce CAS if the new routes require the same volume for containment. | We believe this suggestion is covered by DP2 and 4 | |
| Southampton Airport | Farnborough's design should aim to remove dependencies with Southampton ATC in order that the two airports can operate with the minimum of interactions. The arrival transitions and departure procedures shall be deconflicted from, and integrate with, the en-route network and Southampton Airport. | This suggestion has been partly incorporated into our final list of design principles.<br><br>**DP5**<br><br>**Aim to remove dependencies with adjacent ATC units** | |

FARNBOROUGH AIRPORT

# FARNBOROUGH AIRPORT FASI-S AIRSPACE CHANGE PROPOSAL

# ACP-2022-038

# APPENDIX F

# FREQUENTLY ASKED QUESTIONS

**VERSION 2.0**

| Version | Date |
|---|---|
| 1.0 | December 2022 |
| 2.0 | March 2023 |

FARNBOROUGH AIRPORT

# Frequently Asked Questions (December 2022)

**Q. What impact does the previous airspace change proposal/current PIR have on this airspace change proposal?**

A. The 2 airspace changes are completely separate, the previous ACP was undertaken under CAP725 and this proposal is following the CAP1616 process. However, the outcome of the Post Implementation Review (PIR) (currently underway), for the airspace change that was implemented in 2020, could have an impact on this proposal, in terms of timelines, requirements and establishing the baseline used to compare our options against.

**Q. What baseline will be used for this airspace change proposal?**

A. The baseline for this airspace change proposal will need to be set in Stage 2. The outcome of the PIR may have an impact on the baseline.

**Q. Will all the different airports routes be integrated?**

A. The existing airspace design is currently integrated. The aim for the FASI-S programme is that the future routes will be more efficiently managed than today. Farnborough Airport being part of the overall programme means that we can work with the surrounding airports and aim to create the optimal design for all.

**Q. How is the statutory requirement to have regard for AONBs/National Parks factored in?**

A. Air Navigation Guidance 2017 states that *"where practicable, it is desirable that airspace routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks"*. This will be factored in during the options design and assessment stage of the CAP1616 process (Stage 2). Multiple options will be developed, and some will have more regard for AONBs/National Parks than others. This will allow us to understand the trade-offs between competing policy objectives.

**Q. What are Farnborough Airport hoping to achieve from this airspace change, that they couldn't achieve from the previous change?**

A. The previous airspace change proposal was constrained by the surrounding route network within Controlled Airspace. For this proposal, all the surrounding airports are making changes, which means the opportunity for change and the improvement of Farnborough's airspace is increased.

**Q. Is Farnborough Airport closing an option?**

A. No.

**Q. Is the amount of aircraft movements at Farnborough Airport going to increase?**

A. The aim of this airspace change proposal is to make the current operations at Farnborough Airport as efficient as possible, until the existing cap of air traffic movements is realised. Any increase in numbers of aircraft movements above the existing cap would have to go through a separate standalone planning process with Rushmoor Borough Council.

**Q. Where can I find out more information about airspace change?**

A. The full CAP1616 Airspace Change Process can be found here. The UK Airspace Modernisation Programme can be found here. Further information on the Airspace Change Organising Group (ACOG) and One Sky One Plan can be found here and here.

FARNBOROUGH AIRPORT

# Frequently Asked Questions
**(updated March 2023)**

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**Q. Where can I find out more information about airspace change, in general?**

A. The full CAP1616 Airspace Change Process can be found here. The UK Airspace Modernisation Programme can be found here. Further information on the Airspace Change Organising Group (ACOG) and One Sky One Plan can be found here and here.

**Q. Where can I find out more about this airspace change proposal?**

A. You can find out more information on this airspace change proposal and follow its progress on the CAA Portal here.

**Q. How will any data used, particularly forecasts be verifiable? Including details of all assumptions?**

A. The data sets used, including forecasts and assumptions will be articulated within our ACP documentation at the relevant stages.

**Q. How will forecast traffic levels be validated?**

A. Farnborough's forecast traffic levels will be compared to NATS and Eurocontrol regional forecasts.

**Q. Will RNP approaches with a steeper approach profile be investigated?**

A. Farnborough's existing Instrument Landing System (ILS) glide path approach angle is at 3.5˚. We will be investigating if RNP Approaches into Farnborough are possible, and the maximum angle permitted for those is 3.5˚. However, there is added complexity in that the air temperature affects the glide slope angle of RNP Approaches and therefore 3.5˚ may not be possible for those. However, even with RNP Approaches, we would still expect the main landing aid to continue to be the ILS.

**Q. Have stakeholders been able to comment on the Statement of Need?**

A. No. The Statement of Need is in Step 1A of Stage 1 of the CAP1616 process. It is written by the sponsor of the airspace change proposal (Farnborough Airport) setting out what airspace issue or opportunity the sponsor is seeking to address. Stakeholders are not engaged until Step 1B of Stage 1, Design Principles.

**Q. What impact will a potentially smaller volume of controlled airspace have on the ability to provide respite?**

A. It is likely that the more routes Farnborough has, the more controlled airspace will be needed to contain them. The pros and cons of multiple routes versus fewer routes needs to be considered during the ACP.

**Q. What population data will be used for environmental impact assessments?**

A. We will use CACI population forecast data sets.

**Q. Why are Farnborough Airport carrying out this ACP?**

A. One of the most important initiations of the Airspace Modernisation Strategy is to upgrade the airspace structure and the route network that serves London and the Southeast of the UK. All the other airport surrounding Farnborough, including Heathrow, Gatwick, Southampton, and Bournemouth are part of this initiative and are going through their own proposals to

change their airspace, and NATS NERL are upgrading the route structure above 7000ft. This widescale change presents Farnborough with the opportunity to 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 $CO_2$ emissions. For further details, please see the Statement of Need on the CAA Portal, here.

**Q. How will the Farnborough Air Show be accommodated in a new airspace design?**

A. For previous years, Restricted Airspace (Temporary) and Temporary Holds have been established alongside the existing Farnborough controlled airspace. The same approach will be taken in the future.

**Q. Will the principles of CAP1378 PBN Departure and Arrivals Mitigations be considered?**

A. Yes, CAP1378 will be referenced during the ACP process.

**Q. Will the Use of PBN Route Spacing and CAS Containments in CAP1385 be considered?**

A. Yes, CAP1385 and the CAA's Controlled Airspace Containment Policy will be referenced during the ACP process.

**Q. Is visual amenity being considered?**

A. CAP1616 only makes reference to the consideration of the negative impact upon tranquillity or visual intrusion in Areas of Outstanding Natural Beauty or National Parks.

**Q. Will new routes consider mitigating the effects on Air Quality Management Areas (AQMAs)?**

A. Farnborough Airport will undertake a qualitative assessment, reviewing available air quality data from monitoring (including from the local authorities) and modelling (including the Defra background maps), to determine if there is a credible risk of significant air quality impacts from any airspace change at Farnborough, such as an exceedance of air quality objectives or worsening of an existing exceedance. The results of these qualitative assessments will be used to determine if there is a need for a full, quantitative assessment of any options. The area surrounding Farnborough Airport is not currently situated within an AQMA.

**Q. Will the Transition Altitude be raised from 6000ft?**

A. No. The AMS refers to *"a transition altitude standardised at one altitude across UK airspace, for example 6,000 feet".*

**Q. What is controlled/uncontrolled airspace?**

A. In the UK there are two types of airspace, controlled airspace, and uncontrolled airspace. Controlled airspace is usually established around airports and to protect its users, mainly commercial airlines. Pilots must obtain a clearance from Air Traffic Control (ATC) to enter controlled airspace. In uncontrolled airspace, aircraft may fly when and where they like (subject to a set of rules). There is no legal requirement for pilots to communicate with ATC. Further information can be found here.

**Q. How does the adjacent airports, (Heathrow, Gatwick, and Southampton) being ahead of Farnborough Airport in the process effect this ACP?**

A. The FASI airspace programme is being coordinated by ACOG and the Masterplan. The Masterplan is currently in Iteration 2 and more information can be found here. As Farnborough Airport joined the programme after Iteration 2 was published, there is no mention of the airport, however all future iterations will include Farnborough Airport. The masterplan states that no interdependent ACP will be able to proceed to public consultation on proposed options until a system-wide airspace design of the proposed options and their cumulative impacts are represented. Therefore, although other dependent airports are currently ahead of Farnborough, those ACPs will all need to be aligned in Stage 3.