

# **FARNBOROUGH AIRPORT FASI-S AIRSPACE CHANGE PROPOSAL**

**ACP-2022-038**



## **Stage 1**

### **Response to CAA Stage 1 Gateway Feedback**

**Version 1.0**

- 1.1.1 Following the Stage 1 DEFINE Gateway meeting held by the CAA on 26 May 2023, the CAA requested Farnborough Airport to clarify two areas of information in the submission.
- 1.1.2 The first was around how the Government's altitude-based priorities have been incorporated into the Design Principles and their prioritisation. The second was around how Farnborough intends to account for any local criteria such as planning agreements under Section 106 or other planning conditions.
- 1.1.3 The following table provides Farnborough's response to the CAA's feedback and explains how these have either been incorporated into our Design Principles or will be considered as part of later stages of the ACP, where appropriate.

CAA Feedback	Farnborough Response
<p><i>'The sponsor is required to explain why the proposed order of prioritisation of DPs does not align with the Government's altitude-based priorities as laid out in the Air Navigation Guidance (ANG) 2017.</i></p> <p><i>Ref: CAP1616 para B29'</i></p>	<p>The following information focuses on the development of the Design Principles which have a link to environmental impacts and The Air Navigation Guidance (ANG) 2017.</p> <p>Section 3, paragraph 3.3 of the ANG 2017 sets out six altitude-based priorities provided by the government, which should be taken into account when considering the potential environmental impact of airspace changes. The priorities form part of the decision-making criteria for deciding permanent changes to the airspace design.</p> <p>Within Farnborough's Stage 1 Design Principles (DP), accordance with the government's ANG 2017 features in DP2 (replicated below), <b>which is the second highest priority principle that will guide the development of Farnborough's airspace design options, following DP 1 Safety.</b></p> <p><i>DP2: Accord with:</i></p> <ul style="list-style-type: none"> <li><i>a) the CAA's published airspace modernisation strategy (CAP1711) and any current or future plans associated with it,</i></li> <li><i>b) Air Navigation Guidance 2017 &amp; other relevant policy and legislations</i></li> </ul> <p>DP2 is prioritised above DP6 and all other principles influencing the development of the design options (apart from DP1: Safety), ensuring that the altitude-based priorities will be adhered to during the development of the ACP.</p> <p>DP4 is also prioritised above DP6 and concentrates on 'improving vertical profiles compared to the baseline published SID/STAR levels'. It places a reduction in the population numbers affected by noise ahead of a reduction in CO<sub>2</sub> emissions per flight from Farnborough aircraft, using routes that are laterally consistent with existing arrangements.</p> <p>The final wording of DP4 broadly aligns with the aims of ANG 2017, and the wording was amended following the first round of stakeholder engagement to follow the ANG 2017 more closely (Main Submission Document Table 16, page 30).</p> <p>The application of DP2, followed by DP4 aims to improve environmental performance, where possible, by focussing on the vertical performance of flights in order to minimise the scale of change on communities. This approach was guided by stakeholders' feedback when developing the design principles.</p> <p>For some options there are likely to be areas of the design where the focus on vertical profiles in isolation may not optimise the overall performance of the airspace in line with the ANG 2017. In these cases, DP6 (replicated below) offers</p>

CAA Feedback	Farnborough Response	
	<p>sub principles to be applied when considering options that propose to change the lateral position of existing tracks.</p> <p><i>DP6: Where lateral changes to existing tracks are required to achieve improved environmental and operational performance, options should:</i></p> <ul style="list-style-type: none"> <li>a) <i>deliver an overall reduction in flight plannable track miles,</i></li> <li>b) <i>minimise population numbers newly overflown,</i></li> <li>c) <i>avoid overflying the same communities with multiple routes to &amp; from Farnborough Airport,</i></li> <li>d) <i>avoid overflying the same communities with Farnborough's routes and those routes to &amp; from other airports below 7000ft.</i></li> </ul> <p>It is important to note that where lateral changes to existing tracks are considered as part of specific design options influenced by DP6, the higher priority principles DP2 and DP4 will still apply. Therefore, options to deliver an overall reduction in flight plannable track miles will not be progressed unless they are commensurate with limiting, and where possible, reducing the total adverse effects on people.</p> <p>It is not possible to change existing tracks laterally, without overflying new areas. However, in line with DP2 and in accordance with the ANG, where design options with lateral changes influenced by DP6 are similar to others in terms of the number of people affected by total adverse noise effects, preference will be given to the options which are most consistent with the ANG 2017 guidance. This will be initially explored as part of the Design Principle Evaluation and then as part of the Initial, Full and Final Options Appraisals.</p> <p>We consider the final list of sub principles aligned with the priorities of our stakeholders and given the wider context of the other DPs on the list (DP2 and DP4), aligned with the ANG 2017.</p>	
<p><i>The sponsor is required to provide an explanation whether any such relevant local planning agreements or conditions exist (e.g. traffic movement caps, operating restrictions, NPRs) and how these constraints will be considered during the development of the design options at Stage 2, i.e., will the design options seek to modify the NPRs or will they be retained and be factored into the design options.</i></p>	<p><a href="#">Farnborough Section 106 (s106) agreement</a></p> <p>Movement cap</p>	<p>Planning permission for the Airport includes a condition imposing a movement cap of 50,000 movements per year, with 8900 of these being for weekends/bank holidays.</p> <p>The CAP1616 process cannot be used to change this movement cap. The s106 movement cap was raised by stakeholders as part engagement and detailed in the submission document (See Table 16 in the Main submission document and Appendix F – Frequently Asked Questions). As stated in Appendix F, page 4, 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.</p> <p>Subsequently, following discussions as part of stakeholder engagement, Design Principle 3 'Shall not constrain the ability to meet forecast demand for Farnborough Airport' was developed.</p> <p>As we progress through the airspace change process, the Section 106 movement cap will be considered appropriately when providing traffic forecasts for the purposes of the</p>

CAA Feedback	Farnborough Response	
		Stage 2 Initial Options Appraisal and Stage 3 Full Options Appraisal.
	<a href="#">Farnborough Section 106 (s106) agreement</a>  Operating restrictions	<p>The planning permission for the Airport and the section 106 agreement include operating restrictions on Chapter 2 and 4 aircraft, the maximum take-off weight (MTOW) for Business Aviation aircraft, limitations on the amount of freight traffic and special rules for racehorse flights (limited the number of movements transporting racehorses to 100 per year). There is a limit prohibiting business aviation aircraft in excess of 50 tonnes (MTOW) with the exception of 1,500 aircraft of 50 – 80 tonnes per year (of which 270 are permitted at weekends).</p> <p>The CAP1616 process cannot be used change these operating restrictions and the ACP does not seek to change any of these conditions.</p>
	<a href="#">Farnborough Section 106 (s106) agreement</a>  Noise abatement procedures / Noise Preferred Routes	<p>Some UK airports have Noise Preferential Routes that are defined by the Department for Transport (DfT) however Farnborough Airport is not a noise designated airport therefore these do not apply.</p> <p>Instead, the Section 106 identifies Preferred Noise Routes (not defined by the DfT) which can be changed, should this be desirable or necessary. Schedule 1, Part 1, 1.4 of the Section 106 states that it must be done in consultation with the Council and is subject to acceptance by the CAA. The current Preferred Noise Routes have been transposed into the AIP as Noise Preferential Routings.</p> <p>At this point in the CAP 1616 process, we are yet to develop design options and therefore we do not know if these will need to be modified, however, we are cognisant of them. Our Stage 2 Initial Options Appraisal and Stage 3 Full Options Appraisal will assess the proposed Airspace Change options against a 'do nothing' pre-implementation baseline, and therefore these assessments will identify whether changes to the noise preferred routes would be required. We envisage that, as part of the Stage 3 consultation, we will be able to specifically mention any options that may require changes to the Preferred Noise Routes and how and when this will be undertaken.</p>
	<a href="#">Farnborough Section 106 (s106) agreement</a>  Other Amelioration Measures	<p>The s106 has a section called Other Amelioration Measures which covers engine ground runs, auxiliary power unit (APU) usage and the requirement for helicopters to operate in accordance with minimum noise procedures. For information on how all the necessary monitoring is undertaken see: <a href="#">Airport monitoring - Rushmoor Borough Council</a></p> <p>This ACP does not seek to change any of these conditions.</p>

Table 1: Farnborough Response to CAA Gateway Feedback