

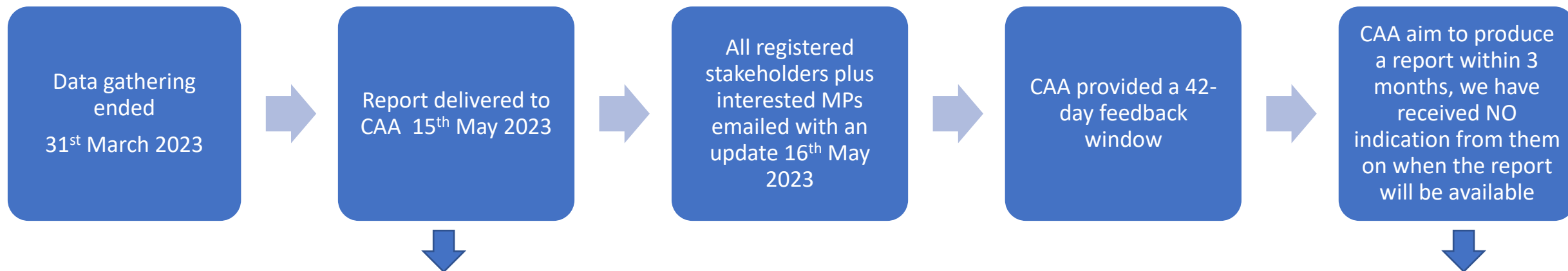
# Airspace FACC update

November 2023

PIR



# PIR update



## Our conclusion

*“Farnborough air traffic now has predictable routes with greater efficiency, reduced complexity, and avoids, where possible, towns and villages below 4,000ft, while also avoiding major population centres between 4,000ft and 7,000ft. Our provision of Lower Airspace Radar Services (LARS) has continued and is highly utilised by the GA community; this is in combination with ATC facilitated access to the new controlled airspace for all airspace users. We continue to maintain a high standard of safety, and the known traffic environment created by this implementation has enhanced that safety further, for our own traffic and for others”*

[Farnborough Airport airspace change proposal | Civil Aviation Authority \(caa.co.uk\)](#)

[Airport Matters | Farnborough Airport](#)

**Discussions on local airspace sharing arrangements are ongoing to aid CAA decision making**

## From CAA website

*The CAA will aim to produce a PIR review report within three months. This activity is not a review of the decision on the airspace change proposal, and neither is it a re-run of the original decision process.*

*Upon completion of the CAA’s review, we may:*

- confirm that the implemented design satisfactorily achieves – within acceptable tolerance limits – the objective and terms of the CAA’s approval, and the change is confirmed; or*
- require modifications to better achieve the objective and terms of the CAA’s approval*

# FASI-(S) ACP

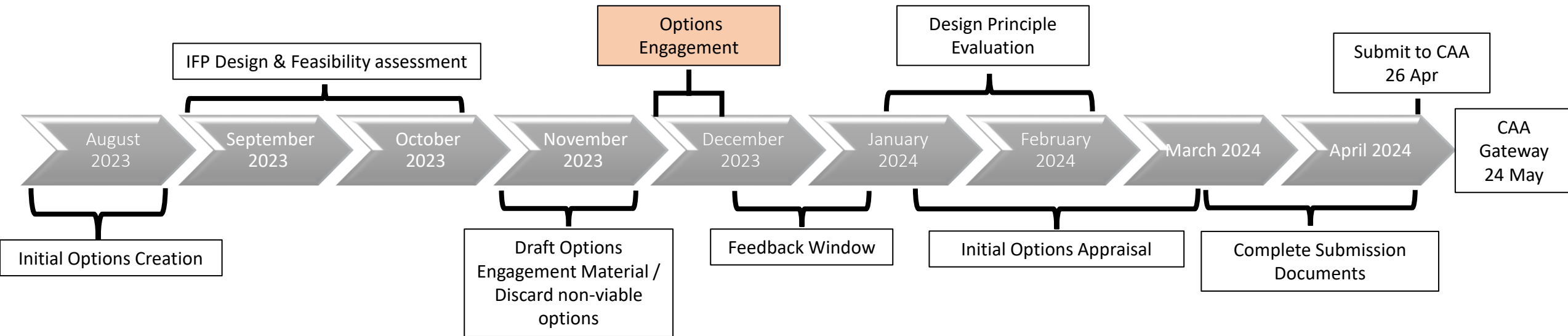
# Stage 1

Completed Spring 2023.

All the documents related to this ACP can be viewed on the CAA portal [Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-proposal-public-view)

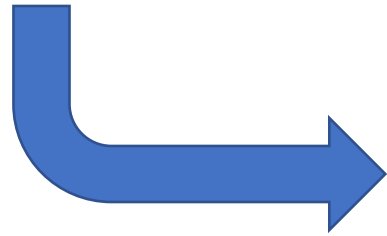
Final Design Principles	
1	Must be as safe or safer than today for all stakeholders that are affected by the airspace change* <i>(*We will set out our methodology for assessing this in Stage 2 with a view to using data e.g., flight density plots outside CAS/volume nm<sup>3</sup> of CAS, to support other qualitative assessments.)</i>
2	Accord with: a) the CAA's published airspace modernisation strategy (CAP1711) and any current or future plans associated with it, b) Air Navigation Guidance 2017 & other relevant policy and legislations
3	Shall not constrain the ability to meet forecast demand for Farnborough Airport
4	Improve vertical profiles compared to the baseline published SID/STAR levels, to enable: a) a reduction in population numbers affected by noise, b) a reduction in CO <sub>2</sub> 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
5	Aim to remove dependencies with adjacent ATC units and minimise impacts on other airspace users
6	Where lateral changes to existing tracks are required to achieve improved environmental and operational performance, options should: a) deliver an overall reduction in flight plannable track miles, b) minimise population numbers 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
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

# Stage 2 Timeline



# General FASI-S information

- ACOG have recently released a new video called “A 101 guide to UK’s airspace modernisation strategy” [The Process - One Sky One Plan](#)



- [CAP2547: A guide to the Airspace Modernisation Strategy \(caa.co.uk\)](#) recently published, it helpfully condenses Part 1 and Part 2 of the Airspace Modernisation Strategy (AMS) into 9 pages.
- We continue to engage fully with ACOG and other FASI-S ACP sponsors.



# Other Airspace Information



# OCK VOR Removal ACP

- OCK VOR removal ACP-2023-023
  - change category is Temporary
  - CAA have granted approval; implementation will be by the end of the year the VOR out of service end Dec 23
- All documentation is available on the CAA portal [Search results \(caa.co.uk\)](#)
- This ACP is due to technological changes/advances to systems and will have **no impact on the tracks that are flown**
- Change Category Engagement Information:
  - Temporary
    - Due to CAP 1781 RNAV Substitution Guidance which specifies that a proposal like this follows CAP 1616 Level 2C , CAA has agreed targeted engagement with relevant aviation stakeholders only

# New CAP 1616

- Published 30 October, it is the 5<sup>th</sup> edition, comes into force in January
- Based on the consultation they carried out earlier this year
- Structure of the document has changed....this is JUST the regulatory process
- Guidance documents will be published separately
  - CAP 1616f - Guidance on Airspace Change Process for Permanent Airspace Change Proposals
  - CAP 1616g - Guidance on Airspace Change Process for Temporary and Trial Airspace Change Proposals
  - CAP 1616h - Guidance on Airspace Change Process for Level 3 and PreScaled Airspace Change Proposals
  - CAP 1616i - Environmental Assessment Requirements and Guidance for Airspace Change Proposals
- Better info on what CAA expect at each stage
- Level definitions have been modified
- Still 7 stages

## The seven stages



# Single Design Entity info

- The CAA and DFT recently conducted listening sessions related to establishing a Single Design Entity (SDE) for all airspace changes, a second round of engagement is scheduled for Dec. If they decide to take the idea forward, they expect to consult in early 2024.
- Community involvement was in Workshop 4 – Communities, airport consultative committees – 22 Sept 2023
  - Luton and District Association for the Control of Aircraft Noise (LADACAN)
  - Heathrow Association for the Control of Aircraft Noise (HACAN)
  - HACAN East
  - East Midlands Airport Independent Consultative Committee
  - Liaison Group of UK Airport Consultative Committees (UKACCs)
  - Manchester Airport Consultative Committee

# Ahead of the Curve