FARNBOROUGH AIRPORT AHEAD OF THE CURVE

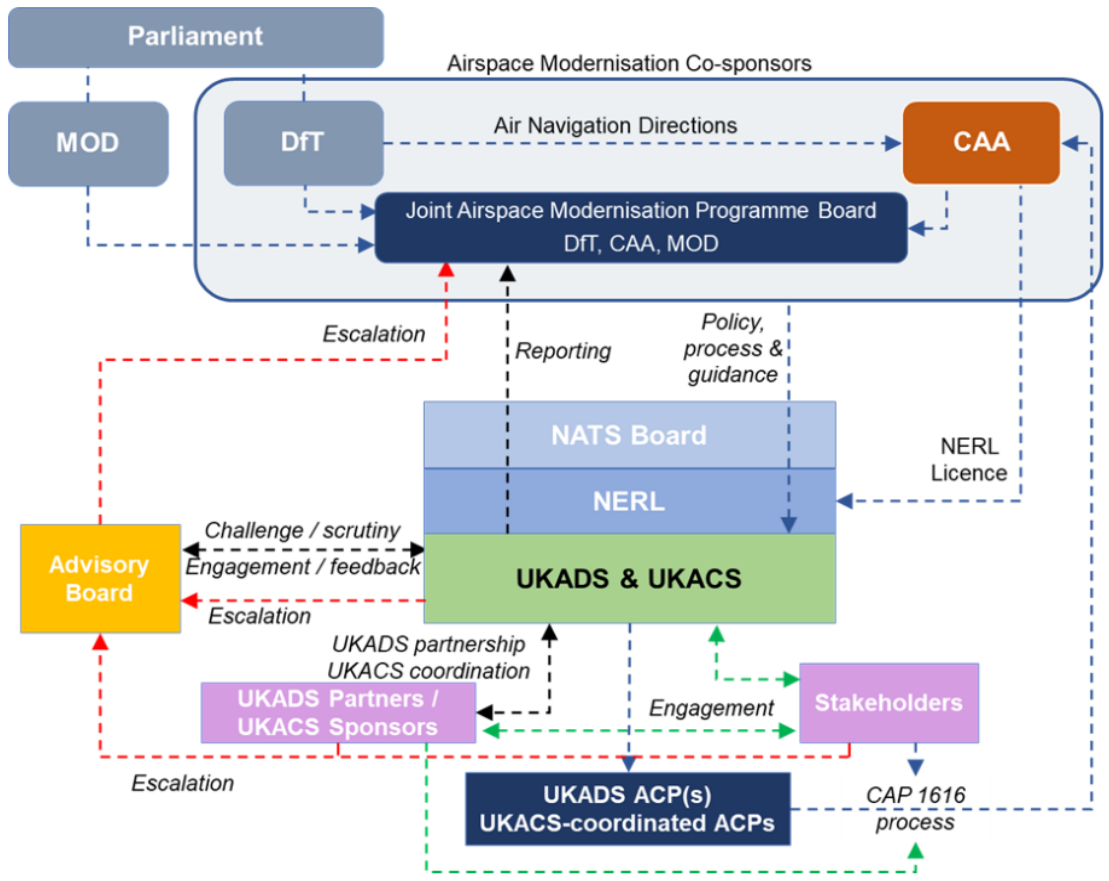
Airspace Update

FACC November 2026

Airspace General

UKADS

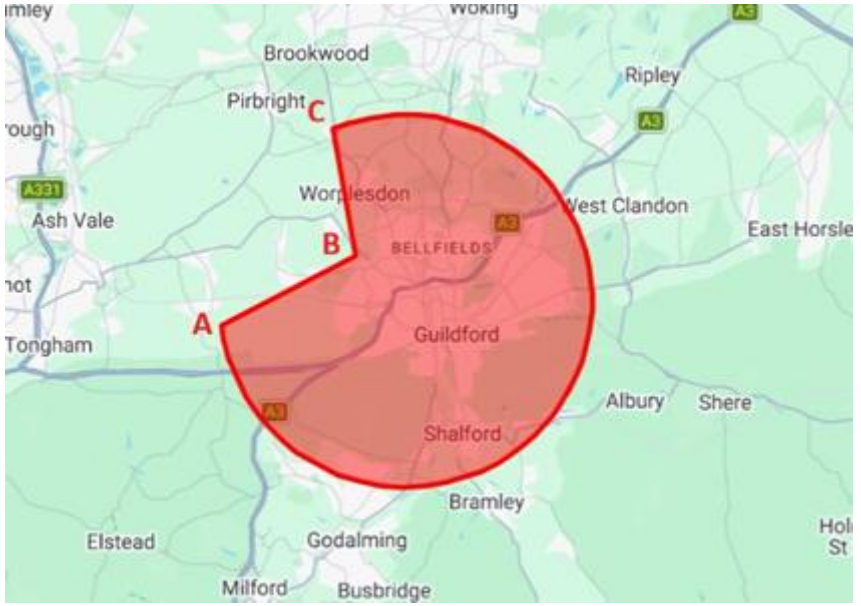
UKADS - NATS



Organisational structure of the governance arrangements for NERL's provision of the UKADS and UKACS

Guildford Drone Trial

Delivery of small goods from University campus. Outside our airspace with no impact on our operation.



Heathrow Expansion

Heathrow Airport have launched a public consultation in line with the DCO process Heathrow expansion | Heathrow runs until 22nd December – NOT including airspace

New ANG 2026 and CAP1616- Headlines

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New policy (ANG 2026) and process (CAP1616):

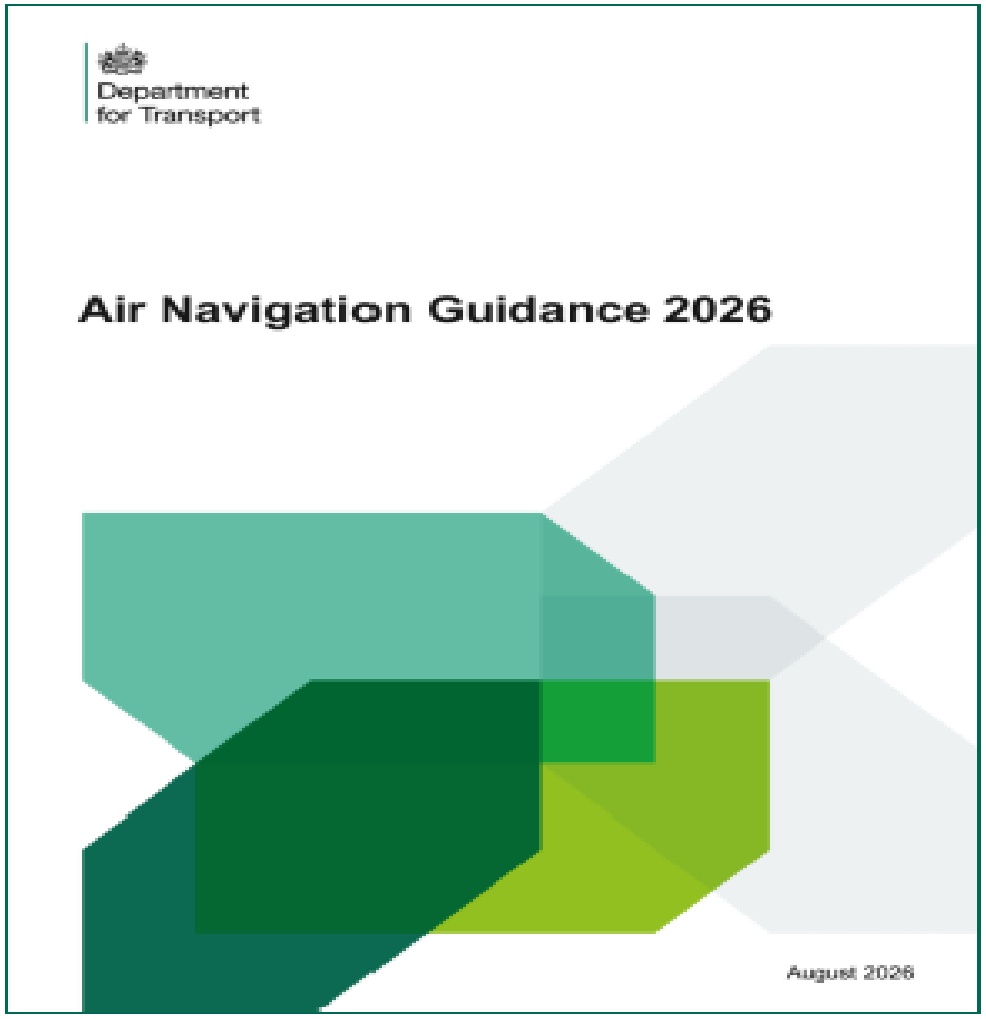
- Should enable quicker airspace change
- Enables UKADS to undertake (with FAL as one of the partners) the London TMA ACP
- Noise is assessed up to 5000’ AMSL for airspace change
- Removal of general public stakeholder engagement at the early stages of an ACP, full public consultation is still required



- air-navigation-guidance-2026.pdf
- Airspace Change Process: CAP 1616 version 6

ANG 2026

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What does it do?

- **Clearer prioritisation** of specific factors to consider in the design through the Airspace Design Priorities
- Streamlined policy on **environmental impacts** for airspace and rationalisation of noise preferential route processes to remove duplication
- **Simplified consultation** requirements - reducing process burden while ensuring those affected can still give their view before final decisions are made
- Reform of the Secretary of State **call-in criteria** and timescales to reduce uncertainty
- Safeguarding protection for **approved flight procedures**
- **Removing ambiguity** from guidance
- **Removing duplication** with other processes
- More flexible arrangements for longer **airspace trials**, to support testing of new drone operations

Airspace Design Priorities

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NEW - Must be used in order

1. First, ensure safety and viability of the design.

2. Within the possibilities remaining after prioritising 1, enable aviation activity permitted by planning decisions, including any relevant conditions, and government planning policy statements.

3. Within the possibilities remaining after prioritising 1 and 2, minimise change to the areas where aircraft noise is currently experienced from aircraft below 5,000ft.

4. Within the possibilities remaining after prioritising 1, 2 and 3, minimise, as much as is practicable and realistic to do so, the total adverse noise impacts of aircraft below 5,000ft.

5. Within the possibilities remaining after prioritising 1,2,3 and 4, prioritise flight efficiency where aircraft are at 5,000ft and above.

- in applying priorities 3 and 4, where aircraft are below 5,000ft, the CAA should prioritise minimising adverse noise impacts rather than maximising flight efficiency.
- In applying priority 4, where practicable, the CAA should take into account the desirability of minimising noise impacts for noise sensitive buildings of which the CAA is aware.

CAP 1616 version 6

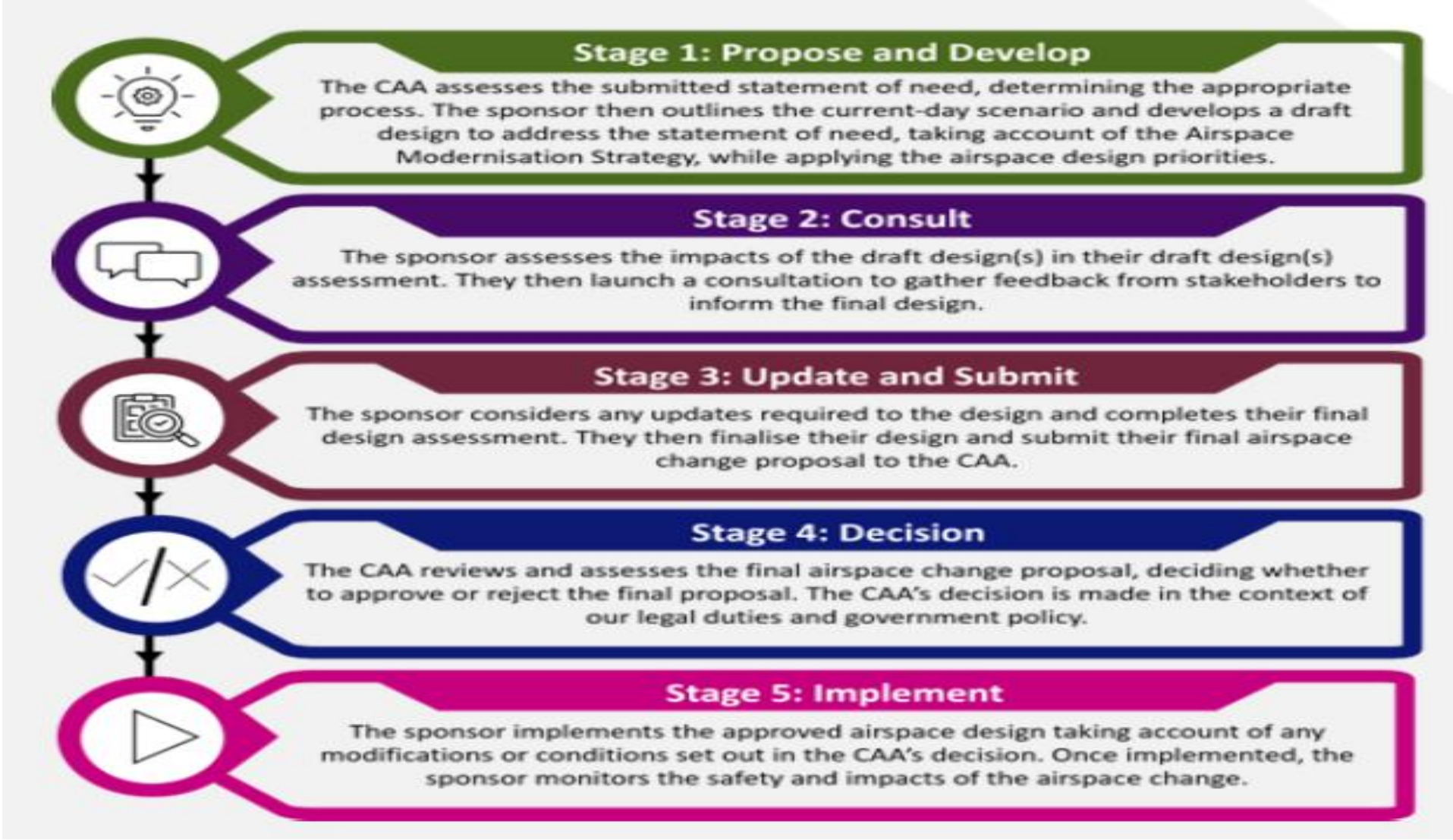
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Headlines – Permanent Process (1)

- 113 Requirements to 43
- 7 Stages to 5
- 25% Reduction in text
- 3 Gateways to 1

- Removal of PIR
- CAP 1616i Environmental Assessment and Guidance
- Initial Options Appraisal and metric requirements
- Specific Economic assessment
- Removal of General Public engagement at early design stages

CAP 1616 version 6



CAP 1616 version 6

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- For each separate ACP the sponsor will establish a Stakeholder Reference Group
- The purpose of the engagement is to:
  - Test with relevant specialists the information gathered by the sponsor
  - Obtain any additional information necessary to support design work
- The sponsor is responsible for determining the membership – should be proportionate to the specific circumstances
- Should only consist of stakeholders that can provide information which is necessary to address the Statement of Need. Local, parish or town councils may assist in identifying noise sensitive buildings, however, residents impacted by proposed changes should not be included

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