



Blackbushe
Airport

Farnborough Class D Airspace Implementation Presentation

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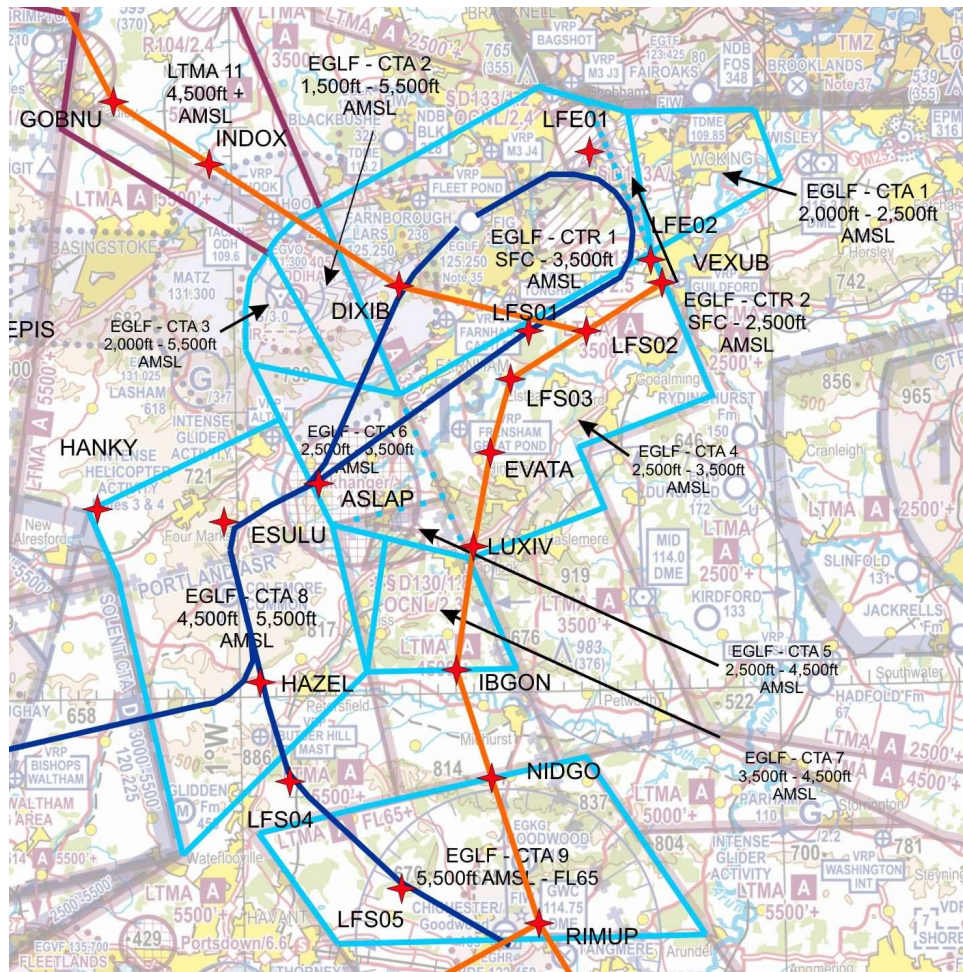
Objective of Class D Airspace

- ▶ Create a known environment, so that efficiency for all airspace users can be maintained/enhanced
- ▶ Utilise IFR/VFR integration practices to the maximum extent possible

Implementation

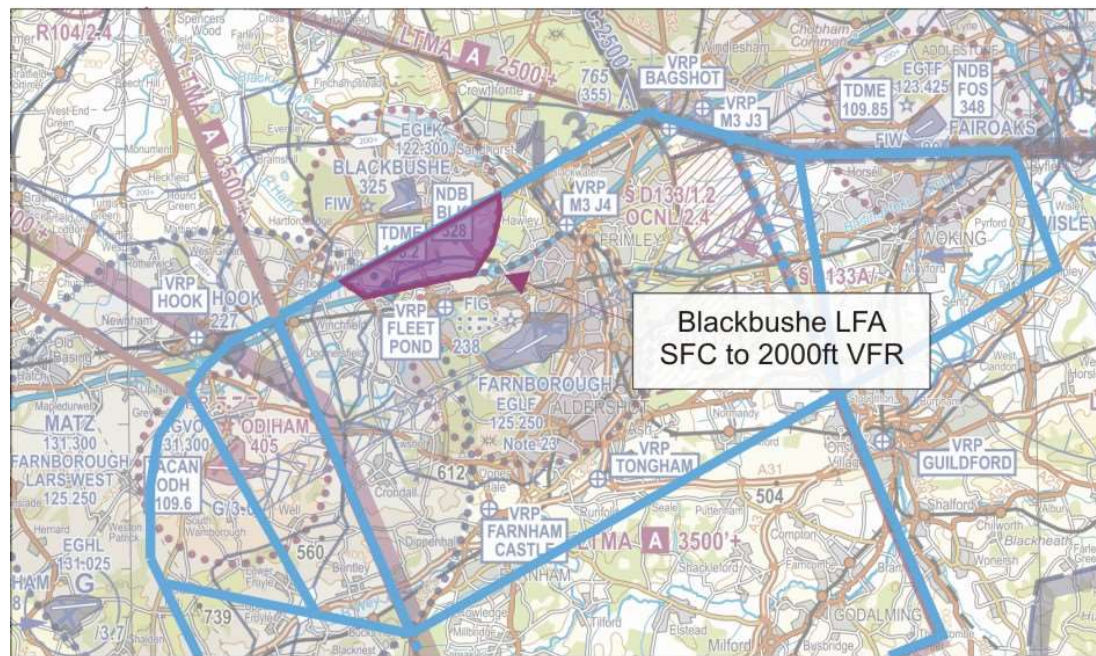
- ▶ The new airspace will be implemented on Thursday 27th February 2020

Airspace Structure




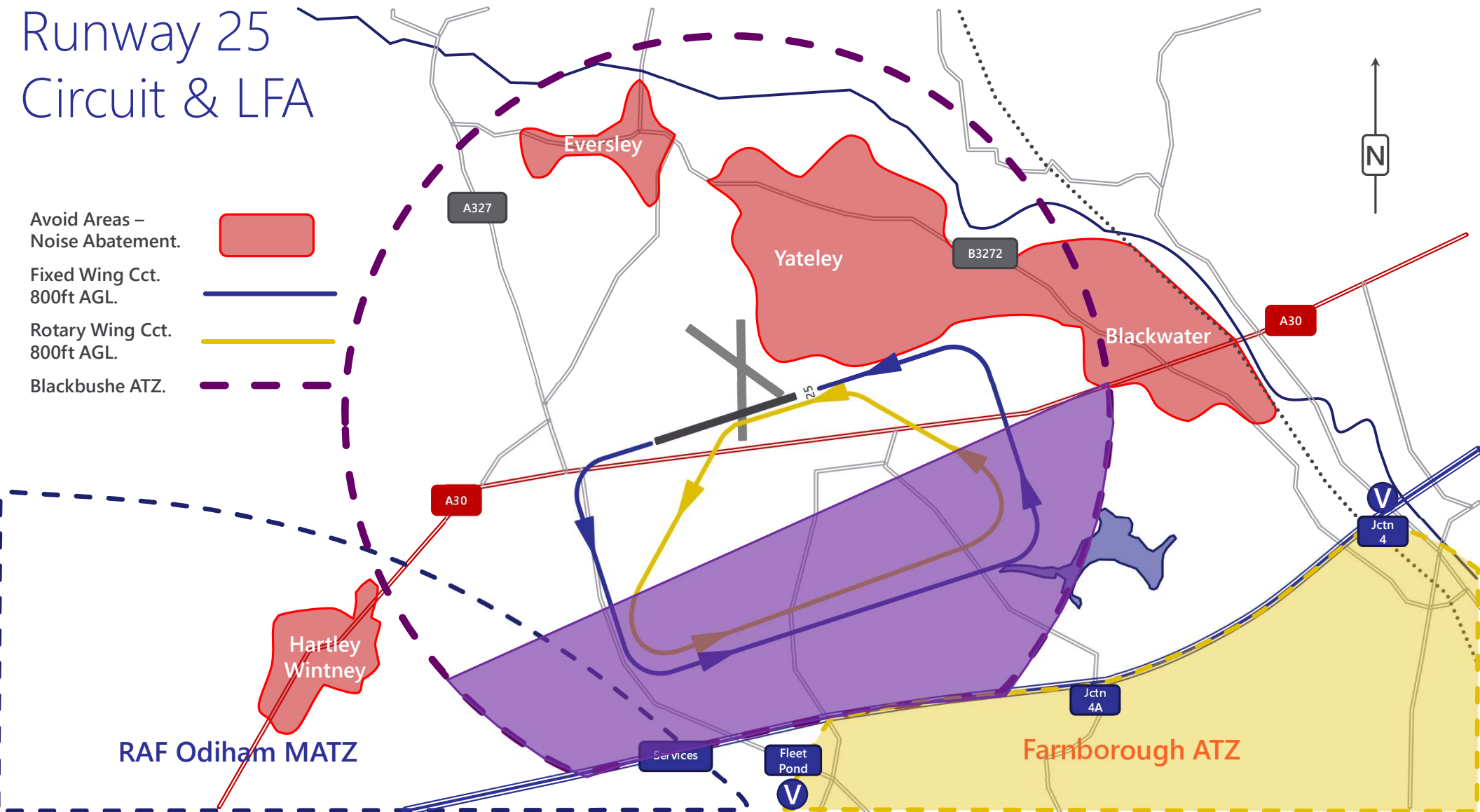
Local Flying Area & Letter of Agreement

- ▶ Farnborough and Blackbushe have a long standing letter of agreement which agrees certain procedures to allow the airports to operate in harmony
- ▶ A new LOA has been agreed to deal with the requirements of the Class D airspace whilst having a minimal impact on the ability of each ATSU to handle its traffic
- ▶ Primarily, this will be achieved through the implementation of a Local Flying Area:



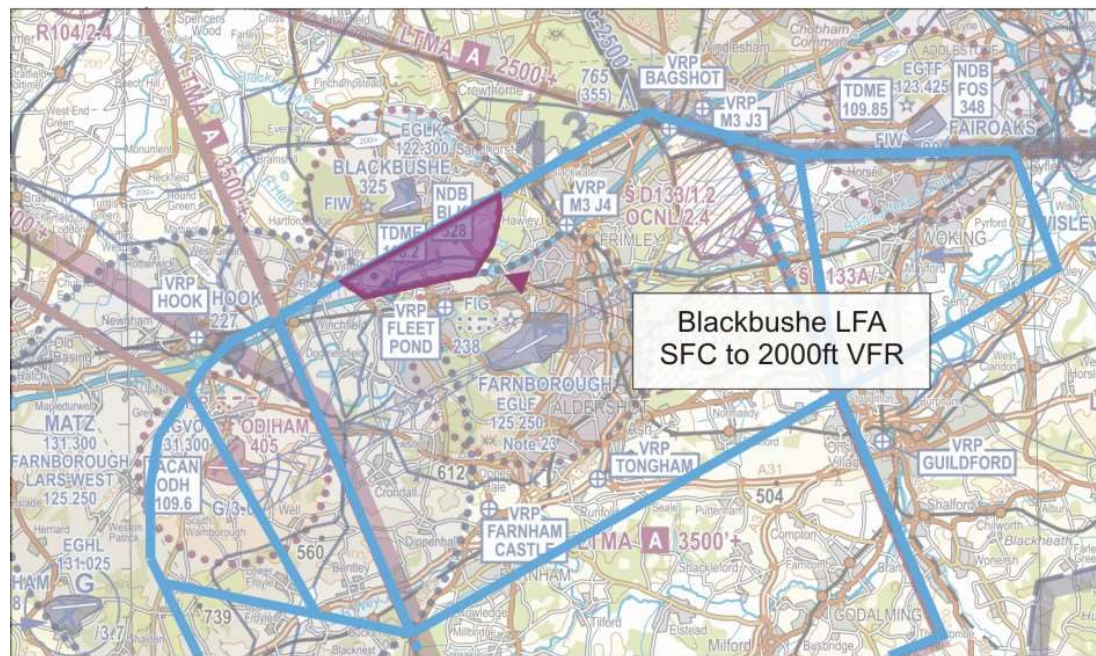
Runway 25 Circuit & LFA

- Avoid Areas – Noise Abatement. 
- Fixed Wing Cct. 800ft AGL. 
- Rotary Wing Cct. 800ft AGL. 
- Blackbushe ATZ. 



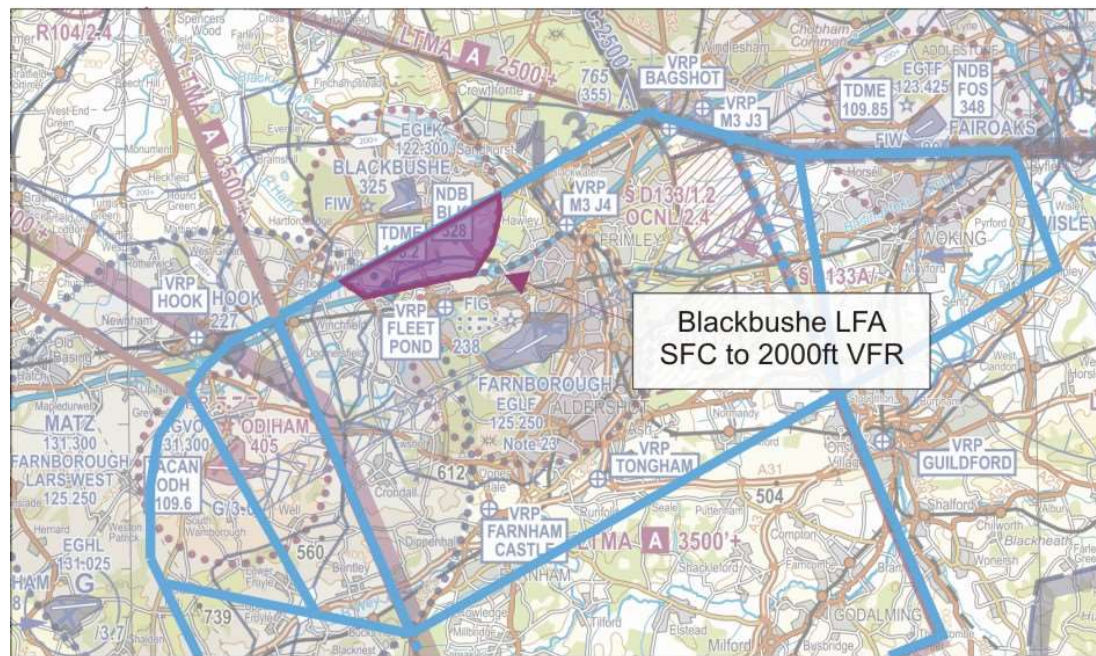
Local Flying Area

- ▶ The LFA will be active whenever Blackbushe Airport is open. It will be activated by the Tower in the morning, and closed at the end of the day.
- ▶ Aircraft will be able to operate within the circuit, and join and leave the circuit to the North of the LFA as normal



Departing and Transiting Class D Airspace

- ▶ Aircraft wishing to depart SW / S / SE / E will inform Blackbushe prior to departure. Blackbushe will seek a VFR departure with Farnborough Radar.
- ▶ Farnborough will issue a Squawk, QNH, and "Standard XX Departure VFR".
 - ▶ XXX will be either Fleet Pond or M3 J4
- ▶ "G-ABCD, Farnborough clears you to cross Farnborough Control Zone, via (Fleet Ponds/M3 Junction 4), VFR, not above altitude 2000ft, hold (NW of Fleet Ponds/North of M3 Junction 4)".



OOH Flights in Summer

- ▶ The LFA will be closed by Blackbushe Airport at the end of the flying day.
- ▶ Each pilot will need to call Farnborough to activate and deactivate the LFA.
- ▶ For Departing Aircraft:
 - ▶ On the ground, call Farnborough on the phone (01252 526 015) to activate the LFA
 - ▶ Operate as normal
 - ▶ When leaving the LFA / ATZ, contact Farnborough on frequency (133.440) to deactivate the LFA
 - ▶ If departing RWY25 and heading W / NW / N, there is no need to activate the LFA as you'll remain outside the LFA.
- ▶ For Arriving Aircraft:
 - ▶ When approaching the ATZ, contact Farnborough on frequency to activate the LFA
 - ▶ Operate as normal
 - ▶ Once on the ground, call Farnborough on the phone to deactivate the LFA
- ▶ Farnborough will maintain a list of aircraft using the LFA, and it will only be deactivated once all aircraft have confirmed they no longer require it.

Flight Rules (VFR/SVFR) within LFA

	Now (Class G)	27 th Feb (Class D but with ORS4 General Exemption E4919)	26 th Mar (When ORS4 Expires)
VFR Day	5k vis, CC/SS or IAS < 140kt, 1500m vis Rotary 800m vis	5k vis, 1500m horizontally or 1000ft vertically from cloud or IAS < 140kt, 5k vis, CC/SS Rotary 1500m vis	5k vis, 1500m horizontally or 1000ft vertically from cloud
VFR Night	5k vis, CC/SS, min Ceiling 1500ft AMSL 1000ft above obstacles Rotary 3k vis	5k vis, 1500m horizontally or 1000ft vertically from cloud 1000ft above obstacles	5k vis, 1500m horizontally or 1000ft vertically from cloud 1000ft above obstacles
SVFR Day	N/A	IAS < 140kt, 1500m vis, CC/SS Rotary 800m vis One aircraft at a time	IAS < 140kt, 1500m vis, CC/SS Rotary 800m vis One aircraft at a time
SVFR Night	N/A	IAS < 140kt, 1500m vis, CC/SS Rotary 800m vis One aircraft at a time	IAS < 140kt, 1500m vis, CC/SS Rotary 800m vis One aircraft at a time

SVFR in the LFA

- ▶ Why one in the circuit at a time when operating SVFR?
 - ATC are required to separate SVFR flights from one another, which they cannot do if aircraft are talking to Blackbushe.
- ▶ It was identified (albeit quite late in the day) that the expiration of ORS4 General Exemption E4919 will have a significant consequence on circuit ops which will not be able to rely on CC/SS and which will have to operate SVFR.
- ▶ We ran the analysis against EGLF METARS and EGLK Movements from 2019. At night only 18 movements would have been affected all year. If 2 aircraft want to do circuits SVFR at night, they will have to take turns. This would have only applied to 4 aircraft on 2 evenings in 2019.
- ▶ By day, this would potentially affect around 4% of our movements. Clearly limiting aircraft to one at a time is not ideal.
- ▶ We have applied for an exemption under SERA 8005 (b). Similar exemptions have been granted proactively to other airports by the CAA, it's a shame they didn't identify us as being affected at this time. We hope to have positive news soon.
- ▶ SVFR shall not hinder IFR traffic. Therefore, if an IFR aircraft is arriving or needing to depart, SVFR aircraft will be required to either land, or vacate the LFA (leave ATZ or position deadside)

Flight Rules (VFR/SVFR) in Farnborough CTR

- ▶ VFR in class D CTRs (on or North of the M3 motorway)
 - ▶ Fixed Wing 5km vis, 1000ft or 1500m from cloud
 - ▶ Rotary 1500m vis, 1000ft or 1500m from cloud
 - ▶ Pilot interpreted MET for transits
- ▶ VFR in class D CTRs (South of the M3 motorway)
 - ▶ Fixed Wing AND ROTARY 5km vis, 1000ft or 1500m from cloud.
 - ▶ Farnborough official weather for 5km vis and cloud ceiling minima of 1500ft

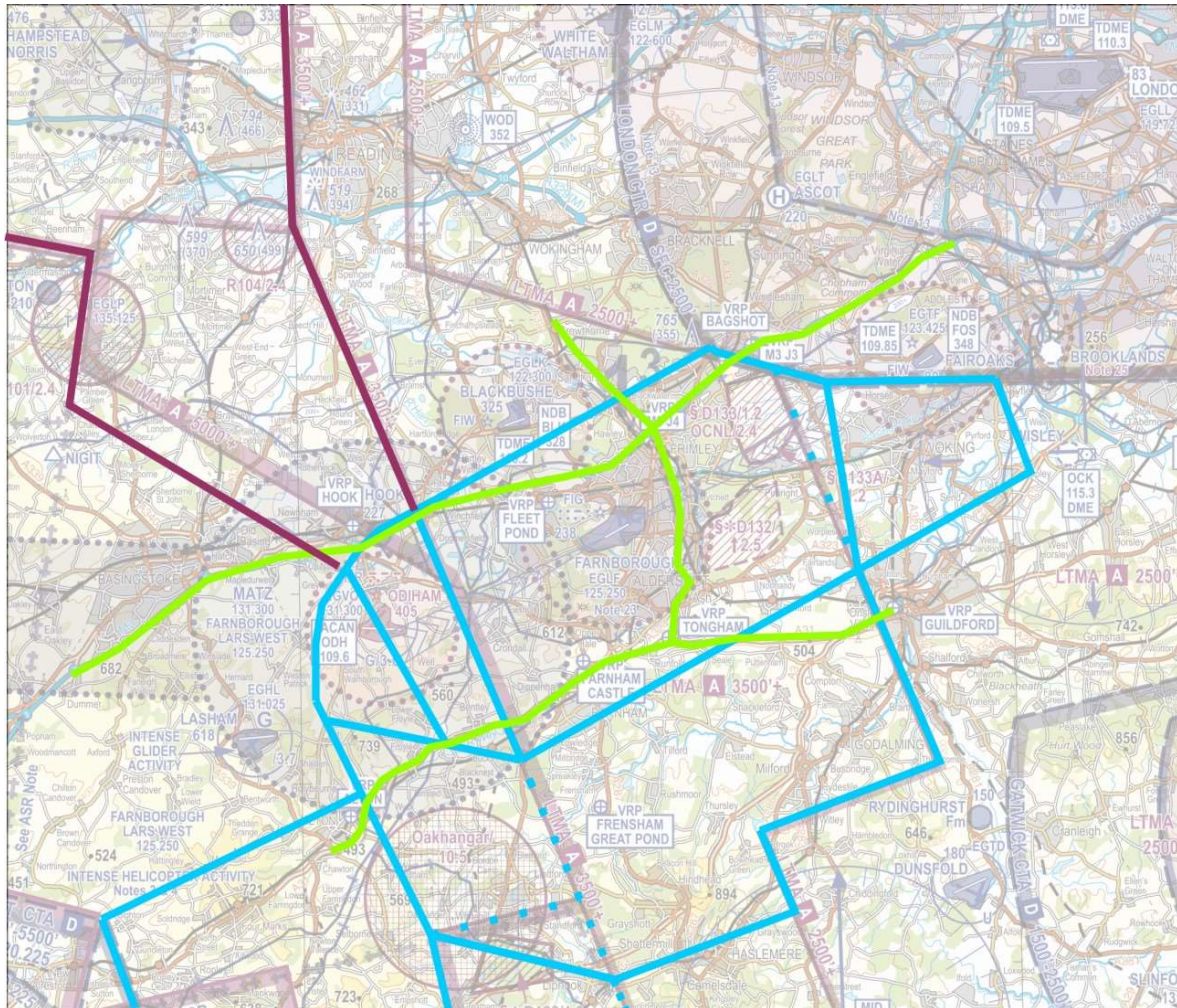
If above not applicable, Special VFR may be requested. Special VFR shall not normally be permitted to hinder IFR aircraft.

- ▶ Special VFR in the Farnborough CTR:
 - ▶ May be slow progress to ensure separation
 - ▶ Deemed separations may lead to route changes

IFR Operations

- ▶ ATS Route Network Aircraft
 - ▶ Departures as today, with southerly routes crossing the Farnborough CTR
 - ▶ Arrivals to fly the Farnborough STARs and will be positioned for a visual approach
- ▶ Ad Hoc IFR requests (Non ATS Route Network)
 - ▶ Transit of the CTR will only be available when there is a space to operate separated from: -
 - ▶ ATS Route Network IFR aircraft into and out of EGLF, EGLK, EGTF, EGVO, EGTD, EGHL, EGHR & EGKA
 - ▶ IFR operations at Odiham
 - ▶ Other Special VFR transit aircraft already issued a clearance
 - ▶ Have a plan B, which might be to request VFR/SVFR crossing to become IFR at an alternative location

Deemed Separations



Questions?

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