

AERONAUTICAL INFORMATION CIRCULAR Y 002/2020

UNITED KINGDOM



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Subject

Operational

Cancellation



FARNBOROUGH AIRSPACE CHANGE PROPOSAL - IMPLEMENTATION 27 FEBRUARY 2020

1 Introduction and Background

- 1.1 Farnborough Airport sponsored a formal airspace change proposal (ACP) submitted to the CAA in June 2015. Farnborough proposed to implement new RNAV instrument flight procedures for departures and arrivals, utilising RNAV1 and RNAV5 navigation specifications. These new flight procedures would be contained by the introduction of controlled airspace (CAS) in the form of control zone (CTR) around the aerodrome and control areas (CTAs), linking the new structures and contiguous with, established London Terminal Manoeuvring Area (LTMA) CAS. The new CAS will comprise CTR and CTA Class D airspace and CTA Class E+ Conspicuity airspace. ¹ The electronic conspicuity for the Class E airspace is to be introduced as a transponder mandatory zone (TMZ) until further guidance and regulatory instruction is provided following any recommendation by the Electronic Conspicuity Working Group; a body of industry and aviation stakeholders, chaired by the CAA. This ACP followed the CAA's CAP 725 airspace change process
- 1.2 This AIC is to notify aircraft operators of this ACP and the introduction of the new airspace structures.

2 Operation and Structure

- 2.1 Operation of the new controlled airspace structure will be managed by Farnborough ATC, Solent Radar and London Terminal Control Centre SW Sector controllers.
- 2.2 The new CAS structures will comprise Class D CTRs 1 & 2. Class D CTAs 1, 2, 3, 4, 5, 6 and 7. Class E+TMZ CTAs 8 & 9. The vertical limits of these structures are as follows:

Structure	Vertical Limits amsl	Classification
CTR 1	SFC-3500 FT	Class D
CTR 2	SFC-2500 FT	Class D
CTA 1	2000 -2500 FT	Class D
CTA 2	1500-5500 FT	Class D
CTA 3	2000-5500 FT	Class D
CTA 4	2500-3500 FT	Class D
CTA 5	2500-4500 FT	Class D
CTA 6	2500-5500 FT	Class D
CTA 7	3500-4500 FT	Class D
CTA 8	4500-5500 FT	Class E+TMZ
CTA 9	5500-FL65	Class E+TMZ

(see Chart ENR 6-83 Farnborough Control Zones and Control Areas dated 27 February 2020)

- 2.3 The altimeter setting for the CTRs 1 and 2 and CTAs 1-8 will be the London QNH. CTA-9 will have a base set on the London QNH and the top level will be contiguous with the overlying LTMA of FL65 Use Standard Altimeter Setting (1013.2 mbs). Pilots are, therefore, to be aware of the variation in depth of CTA-9 on occasions of dissimilar barometric pressures and plan accordingly when flying within this Class E+TMZ airspace structure.

¹ See AIC Y127: changes to Class E ATS Procedures (on 27th February 2020) - dated 24th October 2019

3 Coordination

3.1 Class D Controlled Airspace

- 3.1.1 Airspace users requesting a VFR transit of either the Class D CTR 1 and 2 or CTAs 1-7 will require a clearance from Farnborough ATC and flight must be in accordance with applicable VMC minima, as per UK AIP ENR 1.4 para 2.4.
- 3.1.2 Aircraft subject to a Special VFR (SVFR) transit of Farnborough CTR1/CTR2 are required to be separated from other SVFR and IFR traffic. Requested routeings may be amended and clearance may be delayed ensuring separation against other traffic is achieved. Pilots requesting VFR/SVFR clearances should call Farnborough Radar on 133.440MHz for clearance to enter.
- 3.1.3 Pilots operating outside controlled airspace also have the option to request an air traffic service from Farnborough Radar (LARS West) on 125.250MHz during notified hours of operation or select the appropriate Frequency Monitoring Code (FMC) squawk and listen out on 125.250MHz. The Farnborough Radar LARS West FMC is 4572.
- 3.1.4 Existing VRPs within the new Farnborough CAS are likely to be used as a tool to achieve satisfactory integration with IFR traffic; VFR transits are likely to be asked to report visual with relevant IFR traffic to cross above and behind such traffic.
- 3.1.5 Aircraft requesting an IFR transit of Class D airspace may be requested to Freecall Farnborough Radar on 133.440MHz. Pilots should note that radar separation requirements may result in a delay in the issuing of a clearance. Pilots requesting VFR/SVFR clearances should call Farnborough Radar on 133.440MHz for clearance to enter.

3.2 Class E+ TMZ Controlled Airspace

- 3.2.1 Although it is recognised that pilots are to be always aware of the classification of the airspace in which they operate, unlike with other CAS classifications and pilot requirements, VFR activities within Class E airspace are uncontrolled. Farnborough CAS CTA-8 and CTA-9 are 'Class E plus conspicuity' airspace.² These Class E+TMZ CTAs thereby require VFR transit aircraft to fly in accordance with the conditions detailed at SERA. 13001. Section 13 (Operation of an SSR transponder).
- 3.2.2 Pilots of VFR aircraft are responsible for maintaining separation from all other VFR/IFR traffic within the Class E+TMZ airspace.
- 3.2.3 Pilots of VFR aircraft are to select conspicuity code 7000 with altitude reporting, or 4572 (FMC) and listen out on the appropriate Farnborough Radar LARS West frequency 125.250MHz.
- 3.2.4 Pilots are to comply with Class E VMC requirements.
- 3.2.5 Pilots who inadvertently become IMC and are not IMC flight qualified, should, whilst maintaining control of the aircraft, initiate a course of action to vacate IMC and when safe to do so, select transponder code A7700 and/or declare an emergency on 121.5MHz.
- 3.2.6 Although not required to be in receipt of an ATS, it is recommended that pilots seek to obtain a Basic Service or a Traffic Service (see CAP774) from Farnborough Radar on 125.250MHz.
- 3.2.7 Pilots operating VFR in CTA-8 and CTA-9 should be aware of encountering fast and heavy aircraft types operating under IFR. Due consideration should be given for the potential impact of wake turbulence.
- 3.2.8 IFR aircraft squawking Mode 3/A 2000 (IFR conspicuity code) require a clearance to enter Class E+TMZ airspace if they have not already received an instruction from ATS concerning the setting of the transponder.
- 3.2.9 Pilots operating IFR on Gatwick 7012 or Solent 7011 FMC squawks must fly in accordance with VFR whilst in any Class E+TMZ controlled airspace.
- 3.2.10 Unless entering Class E airspace from another controlled airspace classification (Classes A to D), all IFR aircraft require an ATC clearance prior to entry.
- 3.2.11 IFR aircraft will not be informed when entering or leaving Class E airspace from or to other classifications of controlled airspace, unless on an unplanned diversion or if no relevant flight plan has been received by the controlling authority.
- 3.2.12 Within Class E controlled airspace IFR aircraft are to note that on occasions the 'see and avoid' principle will be the only method of detecting and avoiding VFR flights.

² See AIC Y128: changes to SSR Transponder Code Procedures (on 27th February 2020) - dated 24th October 2019

4 Other Units

- 4.1 Blackbushe airport operation interactions with Farnborough airport, and Local Flying Area procedures are specified in UK AIP AD2 EGLK-2.22 Flight Procedures.
- 4.2 Fair Oaks airfield IFR inbounds from the ATS route network will route via a Farnborough standard arrival route (STAR). Outbound aircraft will be managed in accordance with information specified in UK AIP AD2 EGTF-2.22 Flight Procedures. Fair Oaks airfield southerly departures need to be aware of possible ACAS events against Farnborough IFR arrivals in CTA-1.
- 4.3 Other airspace users are to note that the Farnborough controlled airspace may additionally include IFR operations from RAF Odiham, Lasham, Dunsfold, Goodwood and Shoreham.
- 4.4 Agreed Flexible Use of Airspace (FUA) and other local arrangements to accommodate other airspace users' requirements will be introduced, coincident with the airspace implementation.

5 Royal Flights

- 5.1 Extant AIC Y101/2018 will be withdrawn with the introduction of the new airspace.
- 5.2 The CAA Airspace Regulation (Utilisation) team will promulgate a NOTAM to reclassify CTA-8 and/or CTA-9 as Class D CAS when Royal Flights are arriving/departing Farnborough aerodrome.
- 5.3 VFR pilots are to be aware of the change in airspace classification due to any Royal Flight activity in this area.

6 Implementation

- 6.1 The full details of the revised airspace structure will be promulgated in relevant sections of the UK civil aeronautical information publications (AIP) at AIRAC 03/2020.
- 6.2 The following diagram provides detail of the new Farnborough controlled airspace and the revised extant airspace, which will be implemented on 27th February 2020.
- 6.3 1:500,000 VFR Chart - Southern England and Wales - Edition 46 will be published on 27th February 2020.
- 6.4 1:250,000 VFR Chart - Sheet 8 England South – Edition 24 will be published on 21st May 2020

7 Further Information

- 7.1 All IFR and VFR pilots operating in this region are to be conversant with the detail in the following Aeronautical Information Circulars, which will become effective on 27th February 2020:
- 7.2 This AIC is to notify aircraft operators of this ACP and the introduction of the new airspace structures.

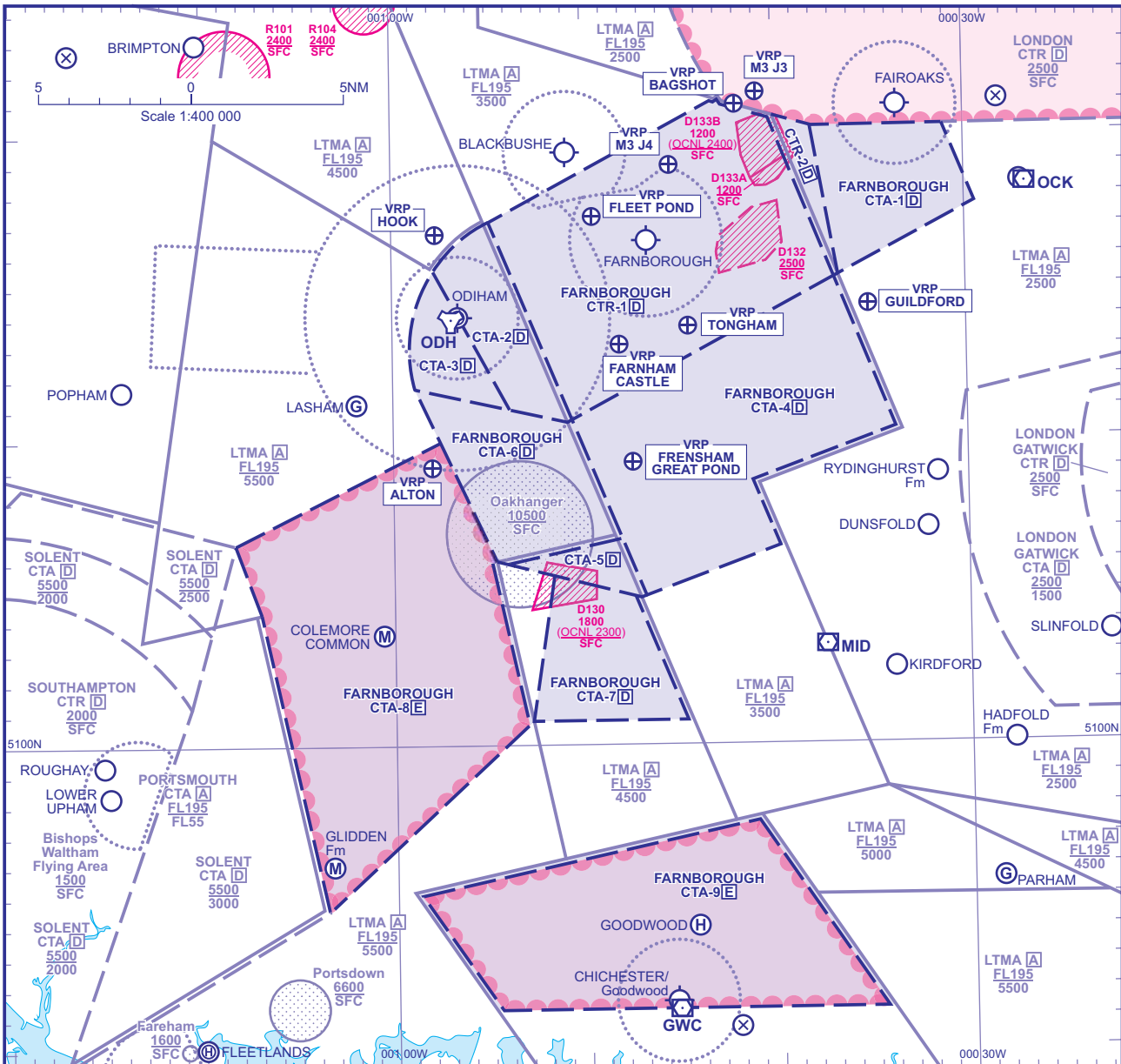
AIC Y128/2019 - Changes to SSR Transponder Code Procedures **AIC Y127/2019 – Changes to Class E ATS Procedures**

- 7.3 For further information, please contact:

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FARNBOROUGH CTR & CTA



ATS AIRSPACE VERTICAL LIMITS Controlled airspace with a base in excess of 5500ALT is not shown.

FARNBOROUGH					
CTR-1	D	3500 SFC	CTA-1	D	2500 / 2000
CTR-2	D	2500 SFC	CTA-2	D	5500 / 1500
			CTA-3	D	5500 / 2000
			CTA-4	D	3500 / 2500
			CTA-5	D	4500 / 2500
			CTA-6	D	5500 / 2500
			CTA-7	D	4500 / 3500
			CTA-8	E TMZ	5500 / 4500
			CTA-9	E TMZ	FL65 / 5500

LATERAL LIMITS

Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

For hours of operation see ENR 2.1.

CHANGE (3/20): NEW CHART.