



Farnborough Airport

Airspace Consultation Feedback Report
Part C
Analysis of the Additional Consultation



Feedback Report Part C

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Executive Summary

In 2014 TAG Farnborough Airport held a large-scale consultation regarding changes to airspace and flight-paths¹.

In August 2016 we launched an additional airspace consultation, limited in scope and area, where we changed one aspect of the proposal - arrivals to our airport from the south coast. That consultation closed in November 2016.

We wish to thank all individuals and organisations who responded to the additional consultation. More than **600 stakeholders** responded, generating more than **2,800 comments**.

This document, Feedback Report Part C, summarises the themes and issues raised, how we considered the comments following that consultation, and what will happen next.

The consultation was conducted under the CAA's Guidance on the Application of the Airspace Change Process, known as CAP725. The objective of this proposed additional change is to further increase the predictability and efficiency of arrival routes from the south coast. The proposed refinements would further **reduce the total amount of new 'controlled' airspace we need**, simplify the crossing point with another air route, improve the overall efficiency of the proposed design, and enhance safety even further.

Main comments of stakeholder groups

The overall results of this consultation were similar to that of the original 2014 consultation, albeit on a smaller, more limited scale.

There were two core groups of stakeholders, each providing comments in three broad themes:

Non-aviation stakeholders commented on environmental impact (primarily noise), justification for the proposed changes, and safety.

Aviation stakeholders commented on access to the proposed airspace, justification for the proposed changes, and safety issues caused by funnelling or compression of non-Farnborough aircraft around or beneath the proposed airspace.

Safety and Justification were common themes between these two core groups.

Therefore the four broad themes are:

1. Environmental impact (primarily noise)
2. Access to the proposed airspace
3. Safety
4. Justification for the proposed changes

What did we do with the feedback to this consultation?

The comments and statements supplied were very useful in helping us consider the balance between local environmental impacts, aviation impacts, operational requirements and Government (Department for Transport) guidance. Several comments suggest changes which conflict with the guidance and our requirements. Where such conflicts occur we are obliged to consider the relative priorities. Our regulator, the CAA, is independent and will decide if we struck the right balance.

The extent of controlled airspace was considered as part of the aviation impact, and a volume known as CTA7 has been narrowed as a result of feedback. This would reduce the impact on

¹ For information on the original 2014 consultation please see the TAG Farnborough Airport consultation website.

recreational aviation users in the vicinity. For more details see the main report paragraph 2.12 on page 10.

We concluded that the overall route, flight-path spread and altitude described in the consultation document were appropriately balanced between the conflicting priorities.

What happens now?

We will formally submit this report to the CAA. This report will form an additional part of our Airspace Change Proposal (ACP), which is already in progress.

The CAA will study this feedback report and check we have considered the requirements laid out **in the airspace change guidance material known as CAP725, and also the Government's** environmental guidance issued by the Department for Transport.

They will determine whether we have succeeded in balancing the needs of all stakeholders with operational requirements according to Government guidance.

The CAA evaluation is expected to take until Spring 2017 to complete.

They will then make their decision and announce it on their website.

We will also announce it on ours - www.consultation.tagfarnborough.com

If CAA approval is granted, we plan to implement the change not before Winter 2017.

Comments regarding the proposal should now be directed to the CAA.

1. Introduction to Feedback Report Part C

- 1.1. The full history of the wider proposal, including all documents, is available online at www.consultation.tagfarnborough.com.
- 1.2. This document is limited to the additional airspace consultation held in 2016 which covers a limited area, in the vicinity of Midhurst (West Sussex) as indicated in blue below.

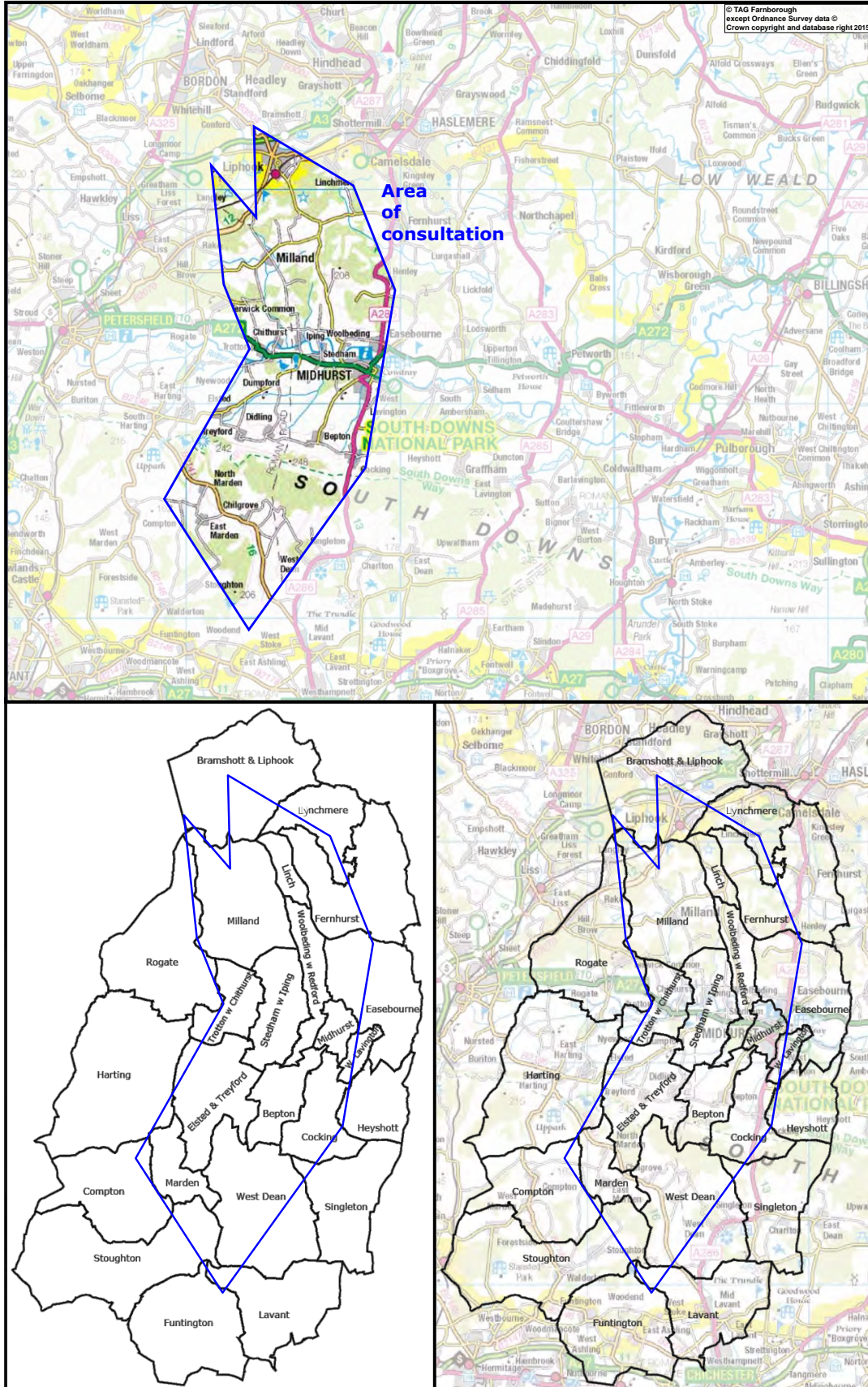


Figure 1 Area defining the scope of this consultation (blue area)

- 1.3. When changes to airspace arrangements are proposed, the sponsor must take into account Government guidance (Ref 1) ^{footnote 2} and CAA guidance (Ref 2). This guidance highlights a number of factors that must be considered and balanced in the development of a proposal.
- 1.4. The CAA process for airspace change (Ref 2) states **that consultation is about 'confirming and attaining opinions about the impacts of a proposed change'**. The Executive Summary of this report (page 3) summarises the main themes. For more details of the response themes see Section 7 Appendix: Analysis of feedback received.
- 1.5. We write this report assuming the reader is familiar with the additional consultation document (Ref 3) and Feedback Report Part B (Ref 4).
- 1.6. In this document, Feedback Report Part C, we describe part of the proposed airspace and route design that has been redesigned when compared with Feedback Report Part B (Ref 4). The CAA will examine this document in conjunction with our previous material, and will decide if it has merit.
- 1.7. When interpreting this document note that the CAA has indicated the aim of airspace consultation is not to gauge the popularity of a proposal. It is a process for identifying new and relevant information that should be taken into account in the proposal alongside the existing Government and CAA guidance. All relevant issues are therefore considered equally whether they are raised by a single respondent or by many.
- 1.8. The feedback we received provided us with specific items of information. We were able to take this information, and consider how it balances against competing priorities. As a result part of the airspace change proposal has been modified. This modification is described in paragraph 2.12.
- 1.9. The consultation has therefore achieved its objective of gathering additional useful information. It informed the balance we struck between conflicting priorities, and we made a change to the design.

Updated information on the wider proposal – not part of the additional consultation

- 1.10. This document is primarily about the results of the 2016 additional consultation and its limited scope. However we have also provided updated information on the wider proposal, because we want all stakeholders to be as up to date as possible with the ongoing airspace change proposal.
- 1.11. This information has been made available to illustrate the behaviour of the proposed airspace system under certain circumstances.
- 1.12. The information we present in Sections 4, 5 and 6 is updated information compared with that previously published. This updated information was not consulted upon in 2016, either because it has already been covered in 2014 (Ref 5), because it would not change compared with today's **flight**-paths, or because it is the most recent information we have for the most complete picture of the proposal.

² See Section 9 Appendix: List of References on page 18.

2. Feedback: Summary of comments and considerations

There were two core groups of stakeholders, each providing comments in three broad themes:

Non-aviation stakeholders commented on environmental impact (primarily noise), justification for the proposed changes, and safety.

Recreational-aviation stakeholders commented on access to the proposed airspace, justification for the proposed changes, and safety issues caused by funnelling or compression of non-Farnborough aircraft around or beneath the proposed airspace.

Safety and Justification were common themes between these two core groups.

Therefore the four broad themes are:

- a. Environmental impact (primarily noise)
- b. Access by recreational aircraft to the proposed airspace
- c. Safety
- d. Justification for the proposed changes

We considered this feedback with regard to:

- a. the proposed route and predicted flows illustrated in the consultation document;
- b. the operational requirements of the airport; and
- c. Government / CAA guidance constraining those requirements.

We considered the overall environmental and aviation impact in developing the proposal. The additional consultation was an opportunity for those potentially affected by the change to provide us with relevant local knowledge, helping to inform us when striking a balance between impacts, requirements, and Government guidance.

Discussion of comments received

2.1. Comment: Flight paths would be concentrated in the vicinity of the town of Midhurst.

The implementation of a specifically-defined arrival route, known technically as an RNAV1 STAR, does not mean that all arrival traffic follows that one line. Some stakeholders presented this to others as evidence of total concentration. This is not correct and not how arrivals work in practice. It is why we presented the flow diagrams as swathes, illustrating the current and predicted spread of flights.

Midhurst is currently overflowed by aircraft inbound to TAG Farnborough Airport, as illustrated in the consultation document's Figure 2 (Ref 3). There are currently three flows combining into one wide swathe, ranging from Worthing in the east, to Petersfield and further west. They all converge towards the vicinity of Bordon and Hindhead, and on to final approach from there.

Concentrating flights along fewer, narrower flight-paths is in line with Government guidance (Ref 1). This means that some areas would be over-flown more often (at similar altitudes or higher), others less often, and some would not notice any significant change – as per the additional consultation document's Figure 3 (Ref 3). Under the wider proposal the overall spread is more likely to be from Arundel in the east to Trotton in the west, with similar convergence towards Bordon and Hindhead and final approach as today.

The consultation was limited to the blue area shown in the additional consultation document, which showed the current and predicted spreads of arrivals. A proportion of the revised arrival flow is likely to stay east of the blue consultation area, as illustrated in that consultation document – in particular, arrivals from the southeast are less likely to head west before turning north (depending on the runway in use).

We received many statements about this and we examined other options in this area. Following this study we decided that the route consulted upon was the best balance of conflicting priorities. This decision balances the potential impacts of reducing the overall width of traffic (from 'extremely wide' today, to 'narrower but still fairly wide, same altitude or higher') with Government guidance (Ref 1) and operational constraints.

- 2.2. Comment: Flights would be lower than today, hence noisier.

This comment is not accurate. Typically our flights would be at similar altitudes to today, or higher.

The addition of lower airspace does not necessarily mean that our aircraft would operate at a lower altitude. The purpose of the additional controlled airspace is to ensure our aircraft are wholly contained therein. It is a requirement that the aircraft is always at least 500ft above the base of the controlled airspace in which it flies, providing a safety buffer.

The consultation document's **Figures 2 and 3 (Ref 3)** were colour-coded, showing today's altitudes of arriving flights, and the equivalent altitudes under this proposal. This colour-coding illustrates the predicted same-or-higher outcome. It did not show the proposed airspace bases because aircraft do not fly at the base altitude of airspace volumes.

The inference that our flights would be lower and therefore noisier is erroneous.

- 2.3. Comment: The South Downs National Park (SDNP) should be avoided, including comments about tranquillity and visual intrusion into newly-acquired dark sky status.

The south coast of England has an almost continuous belt of National Parks and AONBs along its length. It is not practical to avoid overflying them. The SDNP stretches from Eastbourne to Haslemere to Winchester. The additional consultation **document's Figure 2 (Ref 3)** showed that the SDNP is already overflowed by our arrivals - see paragraph 2.1 above. Our flights would not be lower than today. In respect of visual intrusion, the same applies.

Regarding the impact on dark skies: **Farnborough airport's operating hours are 7am-10pm weekdays, and 8am-8pm weekends and public holidays.** The latest arrival would pass through the blue consultation area several minutes earlier. In mid-summer it is likely that there would be few arrivals during the hours of darkness, where sunset is around 9.15pm and it is not very dark until nearly 10pm. In mid-winter, sunset is around 4.30pm and darkness sets in before 5pm, leaving 5 hours of darkness while the airport is open. Aircraft lights seen after the airport closes would not be Farnborough arrivals. This area is also overflowed overnight at higher altitudes by flights to/from a great many UK airports, including Heathrow and Gatwick.

There are seven recommended dark sky sites within the SDNP. This proposal could partly impact only one of those sites.

We contend that we have balanced the change in impact, i.e. the SDNP is currently overflowed widely by three main flows and would be overflowed less widely at similar or higher altitudes within the blue consultation area.

With regard to visual intrusion and dark skies, the balance above also applies, as does the Government guidance re: overflight of National Parks (Ref 1 Section 8).

- 2.4. Comment: Changes to airspace boundaries were outside the blue consultation area.

Changing the boundary of an airspace volume does not automatically mean that flight-paths change.

The purpose of the blue consultation area was to indicate where changes to flight-paths may occur as a result of the proposal. That is why we separated the consultation into two main parts. We provided guidance that, if you were a stakeholder mainly interested in environmental impacts such as flight-paths, you should look at the most relevant Section 3. Likewise if you were a stakeholder mainly interested in airspace and aviation technical matters such as airspace boundaries, we asked you to look at the most relevant Section 4.

- 2.5. Comment: Unsubstantiated claim of current impact on flights within London Terminal Area

As previously stated in the original 2014 consultation (Ref 5) Part A paragraph 10.37, improvements to flight efficiency at Farnborough would improve flight efficiency and airspace management in the ATC system, in particular the LTMA. These were borne out during simulations held in 2016.

2.6. Comment: Impact on Fuel/CO₂

Changes to the quantity of fuel burnt (and resultant greenhouse gas emissions such as CO₂) were briefly discussed in the additional consultation document (Ref 3). There would not be significant differences between the arrangement proposed in Feedback Report Part B (Ref 4) and this proposal.

2.7. Comment: Impact on local air quality, flora and fauna.

Government guidance on airspace change (Ref 1) states that, due to the effects of mixing and dispersion, emissions from aircraft above 1,000ft are unlikely to have a significant impact on local air quality. This consultation does not propose changes to flights below 1,000ft, therefore it is unlikely there would be a significant impact on local air quality.

CAA guidance on airspace change (Ref 2) states that it is considered unlikely that airspace changes will have a direct impact on animals, livestock and biodiversity. We have no reason to believe flora and fauna would be adversely affected due to this proposal.

2.8. Comment: The justification for this additional proposal was not adequate.

This theme was covered in more detail in Feedback Report Part B (Ref 4 Section 7). Those seeking more detail should download and read that earlier report, because the comments received on the subject of justification were very similar to those received in the previous consultation.

The overall complexity of the operation is the primary factor. It is important to differentiate between complexity and traffic levels – they are not necessarily linked.

This complexity, which happens daily in the vicinity of TAG Farnborough Airport, is one of the main drivers for proposing this change. Our justifications and objectives for this consultation are detailed in the additional consultation document (Ref 3 Section 2).

2.9. Information: Working with General Aviation stakeholders.

Prior to, during and after the consultation there were workshops and meetings regarding access to the proposed airspace volumes by GA stakeholders, in particular the gliding community. These workshops were facilitated by a CAA representative.

TAG Farnborough remains committed to continuing this work to reduce the impact on GA stakeholders by considering available tools and airspace sharing arrangements.

2.10. Comment: Safety of the proposal.

This theme was covered in more detail in Feedback Report Part B (Ref 4 Section 9). For more detail please refer to the earlier report, since the comments received on the subject of safety were substantially similar to those received in the previous consultation.

Safety is TAG's first priority. Safety applies to all airspace users, whether they are aircraft using our airport, those using the cost-free London-wide radar services we provide from our control tower, or to those flying in the vicinity of the airport. We would not attempt to introduce a proposal that we believe to be less safe than today.

UK aviation safety is regulated by the CAA's Safety and Airspace Regulation Group (SARG). SARG would not approve the establishment of new airspace, routes or procedures that do not meet or exceed current safety standards, or anything that leads to an overall detriment to aviation safety.

2.11. Comment: Economic impacts.

This theme was covered in more detail in Feedback Report Part B (Ref 4 Section 12). For more details please see that earlier report, because the comments received on the subject of economic impacts were substantially similar to those received in the previous consultation. That section of the report covered potential impacts on tourism, flying/gliding and property values.

That document also specifically discussed an airliner maintenance company based at Lasham aerodrome. The company providing that maintenance has closed, and been replaced by another company providing a similar service. While the specific companies involved may be different, there would still be no economic impact on that type of business at Lasham aerodrome due to this proposal.

- 2.12. Comment: Impacts on other airspace users, known as General Aviation or GA. (Specifically, the volume of airspace known as CTA7.)

This theme was covered in more detail in Feedback Report Part B (Ref 4) Section 8. Those seeking more detail should download and read that earlier report, because many comments received on the subject of GA impact were substantially similar to those received in the previous consultation. Comments regarding the proposed airspace CTA7 are discussed here.

Several proposed volumes of controlled airspace (CAS) were consulted upon, in the aviation technical part of the additional consultation document (Ref 3 Section 4). Most of the proposed changes reduced or deleted CAS volumes from the proposal, whilst one volume (CTA7) needed to be wider. We received few comments on the reduction/deletion of those other CAS volumes. See Ref 3 Figures 10 and 11 for a wider view, and the Proposed Chart Appendix for an overview of the full design.

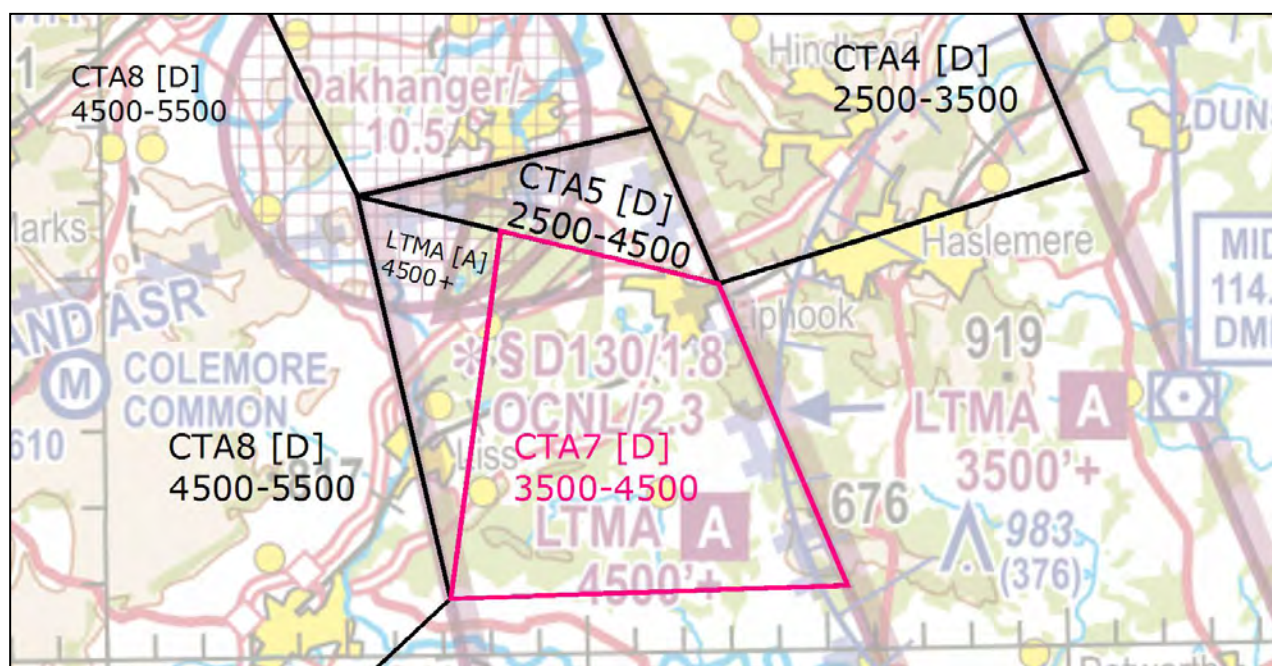


Figure 2 Airspace volume CTA7 revised post-consultation (pink)

We explained in the additional consultation document (Ref 3) why CTA7's width needed to increase. Comments received were mainly about the widening of CTA7 impacting the typical route gliders take, when flying between Lasham (Lasham Gliding Society) and Parham (Southdown Gliding Club). Specifically how the previous (smaller) version of CTA7 (known as Option 34) was not ideal but manageable, and the widened version (Option 36) was not, because the heights and distances involved in flying beneath or around the orange area could increase the likelihood of a non-airfield landing.

In response to these comments CTA7 has been reduced in size as indicated by the pink outline in the chart above. The width to the west has been reduced. The adjacent overlying airspace is the LTMA with base 4,500ft, and CTA8 further west abuts the LTMA also at 4,500ft.

The modified airspace boundary decreases the distance glider pilots would need to fly below CTA7 by up to 3.7km. Based on gliding performance data supplied by Southdown Gliding Club this would reduce the likelihood of a non-airfield landing.

As noted in both Feedback Report Part B (Ref 4) and the additional consultation document (Ref 3), CTA7 is proposed as Class D CAS which is accessible to all radio-equipped aircraft via clearance. Class D is the minimum airspace classification that provides the controller with a 'known environment'. We received comments suggesting that Class E CAS would be an appropriate alternative. However this has already been considered and discounted³ from this

³ 2014 consultation (Ref 5) Part E Section 2 para 2.8 (page E7) and Table E4 (page E42)

proposal because it does not provide a known environment - unpredictability and inefficiency would remain if Class E was progressed, contrary to the objectives of the proposal.

We received a response regarding the introduction of a GA VFR Low Level Corridor, routing Woking–Guildford at or below 1,300ft altitude. No consultation has been undertaken regarding the new noise impacts such a route would cause to residents of those towns, by GA VFR traffic, therefore this has not been progressed.

We received a response regarding SERA.5001 Visual Meteorological Criteria (VMC). It stated that the consequence of introducing Class D CAS is that VFR flights must now remain 1,000ft clear of cloud vertically and 1,500m laterally.

The same SERA.5001 VMC apply to all classes of airspace including Class G uncontrolled airspace.

We also received suggestions that the tool known as FLARM could potentially benefit the GA community with regards to airspace sharing. The use of FLARM in a civilian ATC operational radar room is currently not practical for human-factors and technical reasons. However the use of ADS-B has more potential as a tool to reduce the impact on GA, and is currently being explored.

We also received suggestions saying that the existing airspace structure known as an Aerodrome Traffic Zone (ATZ) could increase in size, making other structures unnecessary. ATZs are defined legally, using specific dimensions, and there is no scope to change their shape or size without changes to aviation legislation. It would also not achieve the operational requirements of the airport, nor the environmental objectives.

2.13. Comment: Consultation was too short, flawed, obfuscatory, misinformative and complex.

The efficacy of the consultation was borne out by the volume of responses received. Our analysis of 614 respondees provided 2,887 themed comments. The consultation material was shown to the CAA in advance of publication. We sought advice from the CAA regarding compliance with the airspace change process known as CAP725 (Ref 2).

We held two public meetings, both of which were advertised in the local press. Some stakeholders in those meetings requested longer than 8 weeks duration. We acted on that request and extended the consultation to 12 weeks.

The sponsor of an airspace change must present information on all potential impacts to stakeholders. To omit potential impacts from the consultation in an attempt to simplify it would leave the consultation open to criticism that it was not a complete representation.

Information was supplied describing the current and proposed spreads of traffic, their predicted altitude, forecast numbers of flights per hour, noise values by aircraft type and noise values of everyday sounds to provide some context. We illustrated airspace boundary changes and the likely impacts these might have on airspace users.

We understand that the concept of airspace change can be complex, and we contend that the additional consultation was sufficiently accessible and compliant with the airspace change process CAP725 (Ref 2). The CAA will decide if there are any process issues to answer.

2.14. Scope: Environmental impacts outside the blue consultation area.

The additional consultation document (Ref 3 paras 1.16, 1.17, 1.18 and 3.5) stated the limited area and scope. Whilst all responses have been included in the analysis, those responses relating to environmental impacts outside the blue consultation area can be deemed out of scope.

2.15. Scope: Late response to the consultation.

Paragraph 5.2 of the additional consultation document (Ref 3) stated that the extended consultation closed 7pm Wednesday 2nd November 2016. We received one response that arrived two weeks after the closure of the already-extended consultation. This response was, however, analysed and it will be included in the package of responses sent to the CAA.

3. Conclusion to the additional consultation

- 3.1. The feedback supplied during consultation was very useful in helping us consider the balance between competing and conflicting priorities.
- 3.2. The comments were considered in the context of:
 - a. Local environmental impacts within the blue consultation area;
 - b. Impacts on airspace users due to the changing airspace boundaries;
 - c. Airport operational requirements; and
 - d. Government guidance on environmental priorities (Ref 1) and CAA process (Ref 2).
- 3.3. Following feedback from the consultation, in order to reduce the impact on aviation users in the vicinity, the extent of the proposed airspace volume known as CTA7 has been reduced.
- 3.4. We concluded that the proposed flight-path spread and altitude described in the additional consultation document struck an appropriate balance between the conflicting requirements of stakeholders and us, the sponsor.
- 3.5. The 'do nothing' scenario would mean leaving the arrival route and airspace unchanged from Option 34, as described in Feedback Report Part B (Ref 4). This would not realise the benefits described in the additional consultation document (Ref 3). We are progressing the modified design described in paragraph 2.12 and in the chart appendix, which would not only realise these benefits but would also mitigate the impacts on recreational airspace users.
- 3.6. We will now send this report to the CAA and ask them to consider it as an additional part of our ongoing Airspace Change Proposal (ACP).

What is an Airspace Change Proposal (ACP)?

- 3.7. An ACP is a package of technical documents which describes the airspace changes requested by the sponsor, and includes evidence that the process has been complied with. It includes a complete record of all consultation responses, including personal information such as the names and addresses of stakeholders.
- 3.8. The regulator is required to adhere to data protection rules and to preserve commercial confidentiality. Once the CAA has made its decision, much of the ACP material is published on the CAA website.
- 3.9. The bulk of our ACP was submitted to the CAA in 2015. Subsequent work has been required in the intervening period, and was supplied accordingly. This report is one of the final pieces of work needed for the CAA to make their decision.
- 3.10. The integrity and independence of the regulator provides assurance that the ACP will be assessed robustly.

What happens now?

- 3.11. In the event that a representative organisation wishes to present new evidence or data, for consideration prior to the CAA's decision on the proposal, it must be submitted, in writing, to the CAA. Please write to:

Safety and Airspace Regulation Group: TAG Farnborough ACP
CAA House
45-59 Kingsway
London
WC2B 6TE

- 3.12. The CAA will check that we have considered the requirements and advice laid out in the CAA's airspace change guidance (Ref 2), and Government environmental guidance (Ref 1).
- 3.13. They will determine whether we have succeeded in balancing the often-conflicting needs of all stakeholders. They are the 'decision maker'.
- 3.14. The CAA evaluation is expected to take until Spring 2017 to complete. Once the CAA has made their decision and it will be announced on their website. We will also announce it on ours - www.consultation.tagfarnborough.com
- 3.15. If CAA approval is granted, we plan to implement the change not before Winter 2017.

4. Updated information on some arrivals

- 4.1. Currently, some of our flights descend from 7,000ft to 6,000ft in an area north of Arundel (black kite shape in the map below).
- 4.2. In Feedback Report Part B (Ref 4) we predicted flights in this area would stay at or above 7,000ft.
- 4.3. However, following additional analysis of simulation data they would probably still descend from 7,000ft to 6,000ft in this area under the proposal.
- 4.4. Flights would not be lower in this area than they are today.
- 4.5. As the flights would be similar to today, the impacts in this area are likely to be similar also, hence there are no consultation process implications. This is updated information.

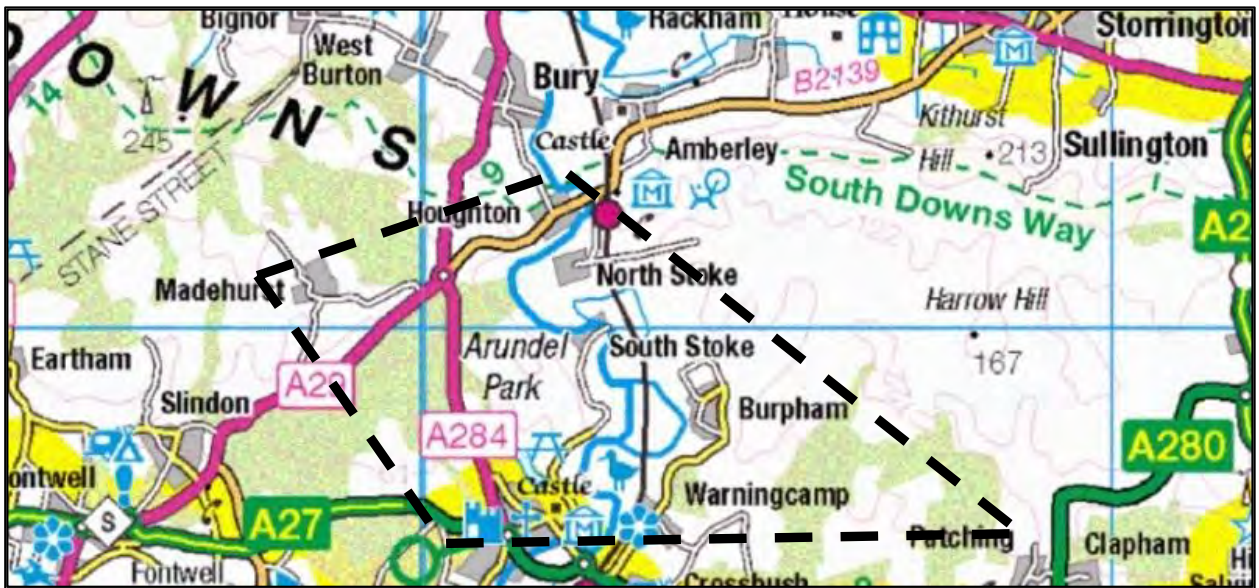
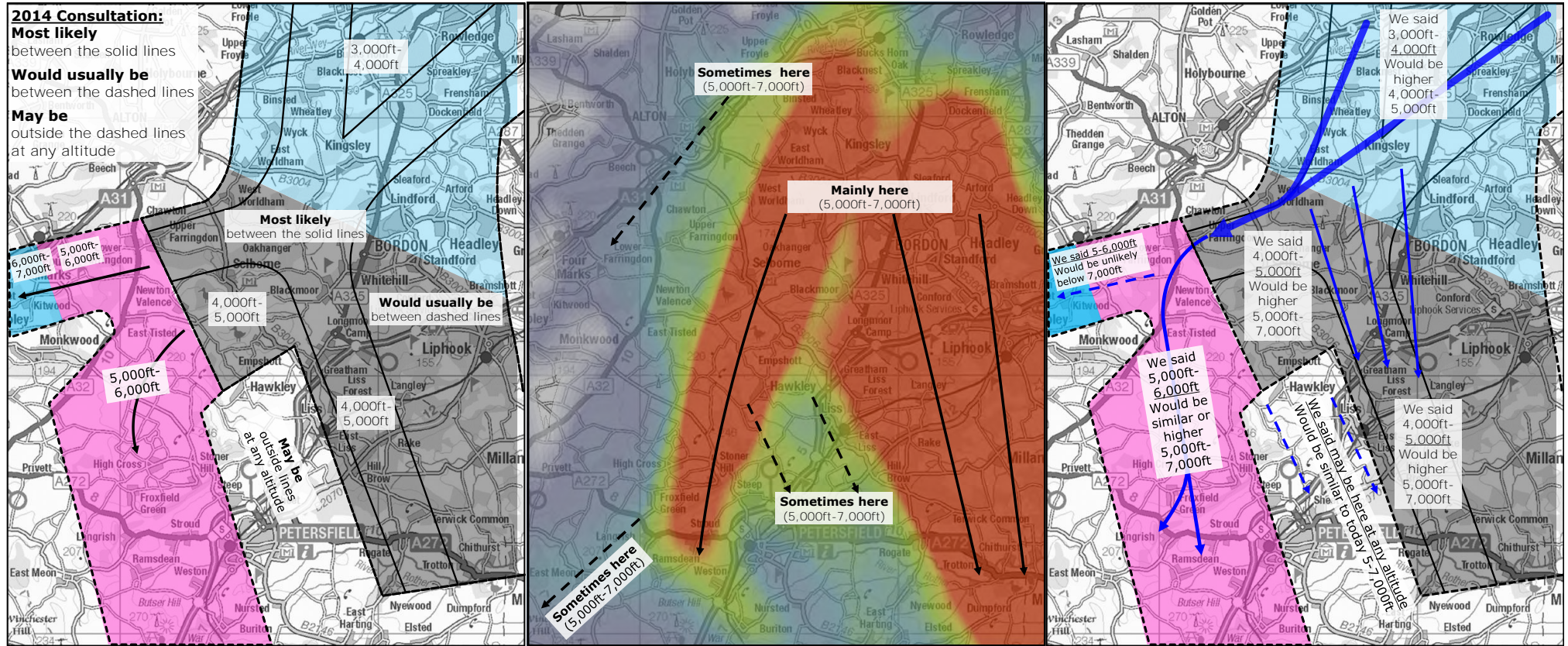


Figure 3 Area of no change, where arriving flights would behave same as today

5. Updated information on some departures

- 5.1. In the 2014 Consultation Document (Ref 5) we showed where our departures currently fly, using radar data density 'heat' maps.
- 5.2. We also used coloured areas and lines to predict where, and how high, our departures would be under this proposal. We did this so stakeholders could compare today's flight-paths with the predicted traffic flows, so they could provide us with their comments.
- 5.3. Following additional analysis of simulation data we have updated some of the information on how some departures would behave.



As predicted in 2014 consultation

Typical departures⁴ (5,000ft-7,000ft)

Updated prediction of departures

Figure 4 Left, Middle and Right (each showing the same map area)

⁴ July 2016 departures between 5,000ft-7,000ft

- 5.4. Figure 4 Left shows the 2014 consultation predicted flight-paths and altitudes. (Ref 5, combining Figure B9 p.B41 and Figure C9 p.C36)
- 5.5. Figure 4 Middle shows that today, typically, departures sometimes overfly Petersfield and Liss between 5,000ft and 7,000ft.
- 5.6. Figure 4 Right shows our updated prediction that, sometimes, Petersfield and Liss would be overflown similar to today.
- 5.7. The vast majority of our departures would stay within the 2014 consultation lines, and are predicted to meet or exceed the altitudes shown in the 2014 consultation.
- 5.8. Those departures flying outside the 2014 lines would behave similarly to today, so the impacts on eastern Petersfield and western Liss would be similar also, hence there are no consultation process implications. This is updated information.
- 5.9. For more information on our previous prediction see Feedback Report Part B (Ref 4 Section 4 p.B20-B21).

6. Other updated information

- 6.1. The following information is the most recent number of aircraft movements and also the most recent forecast increase:

Year	Total number of aircraft movements
2012	25,822 (including 927 airshow-related)
2013	24,761
2014	26,783 (including 798 airshow-related)
2015	26,270
2016	25,257 to end of November (including 820 airshow-related)

Year	Forecast increase in movements
2017	2016 +1%
2018	2017 +2%
2019	2018 +2.5%
2020	2019 +3%

Figure 5 Table: Latest Movements Information

The updated forecast of our increase in movements is slightly lower than we used to calculate the table in the additional consultation document (Ref 4 paragraph 3.12 and Figure 4).

At the time of writing that document, the forecast was the most current.

From a process point of view, the complexity of the air traffic operation at TAG Farnborough remains very high even though the forecast has been reduced – there is no change to the justification based on these forecasts.

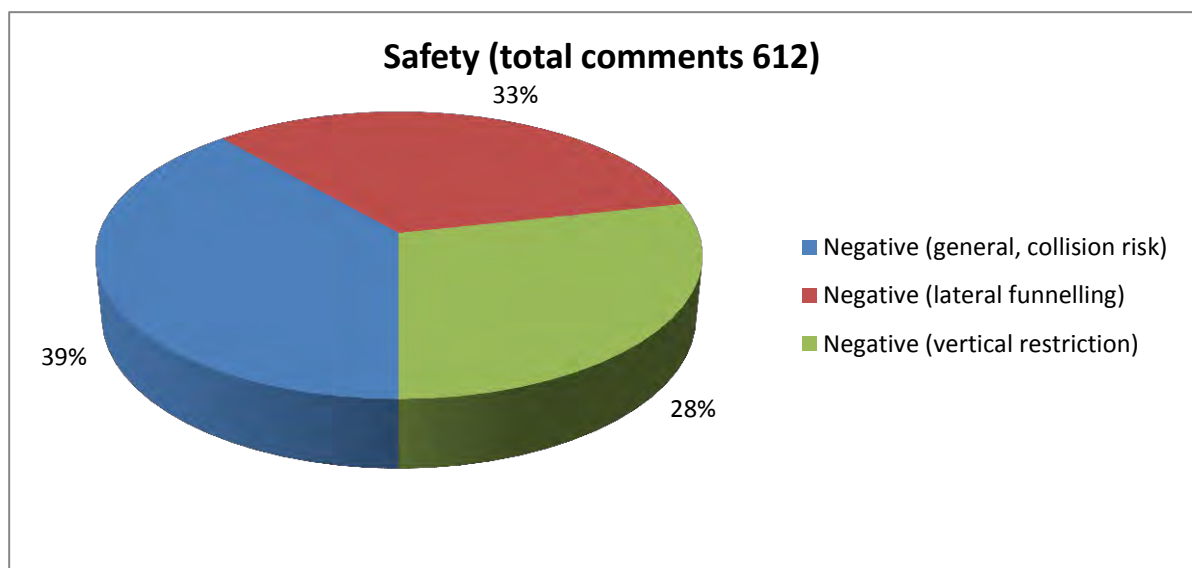
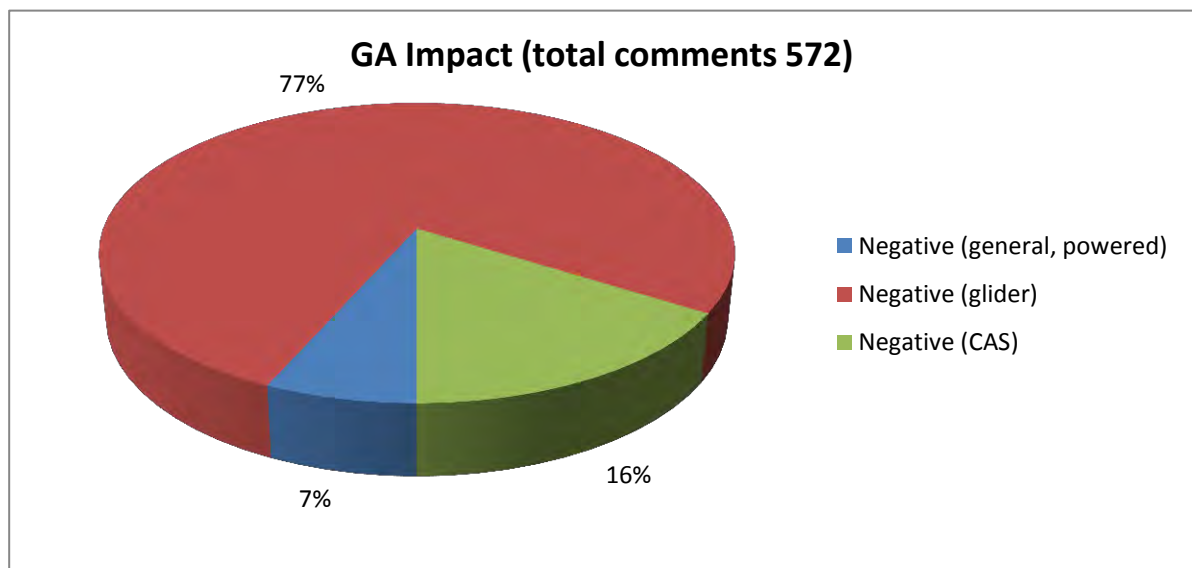
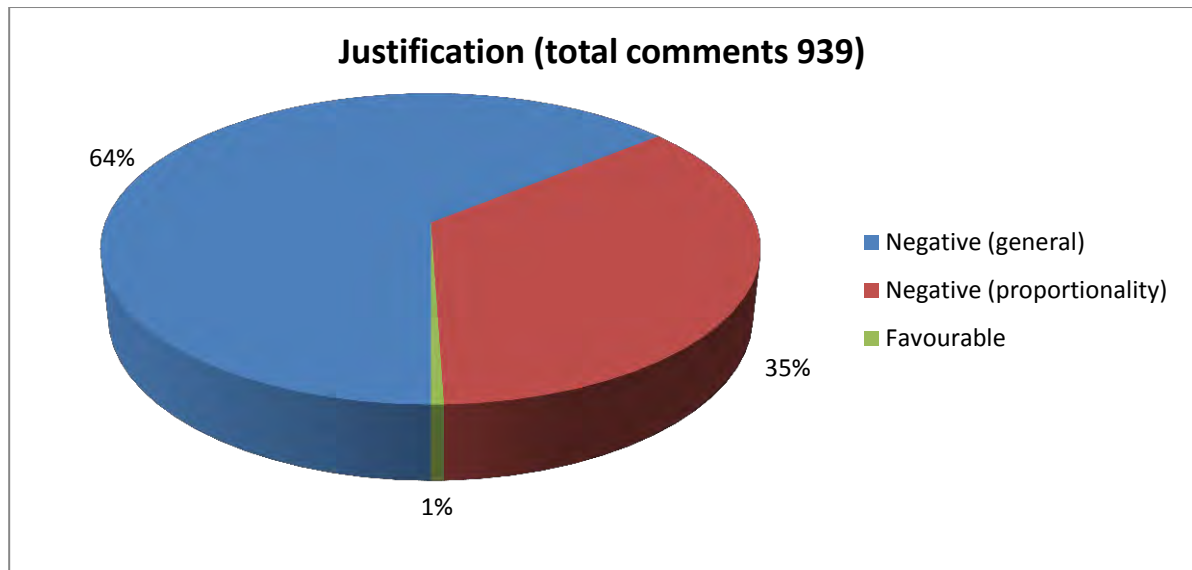
The additional consultation document therefore slightly overstates the predicted numbers of flights, which in turn means the likely impact on people overflown would be slightly less than stated. This remains compliant with the airspace change process (Ref 2).

- 6.2. Controlling authority for light aircraft (GA) in the vicinity of Bagshot

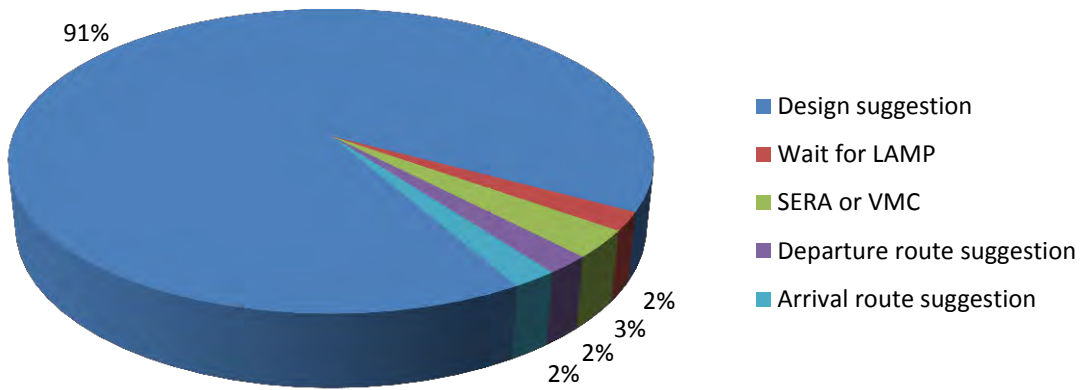
This is an aviation technical change regarding which air traffic controller a pilot would contact, when wishing to enter the existing airspace known as the Heathrow control zone, from the southwestern corner. In Feedback Report Part B (Ref 4) paragraph 4.56 on page B30 we stated that the controlling authority for this corner would be delegated to TAG Farnborough. That would not now happen – it would remain under the control of Thames and Special VFR, same as today. There are no specific impacts due to this change in controlling authority.

7. Appendix: Analysis of feedback received

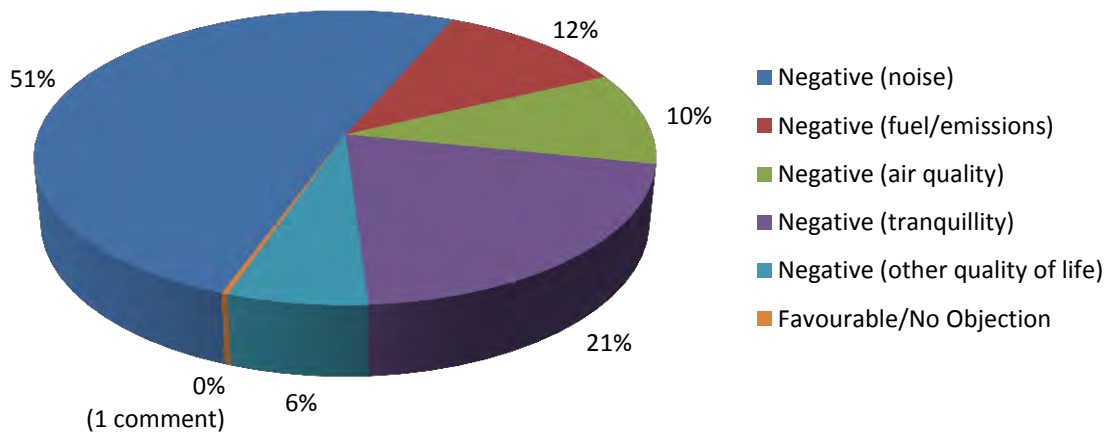
This appendix contains summary pie charts illustrating the number of responses and the main themes raised, in the same format as Feedback Report Part A.



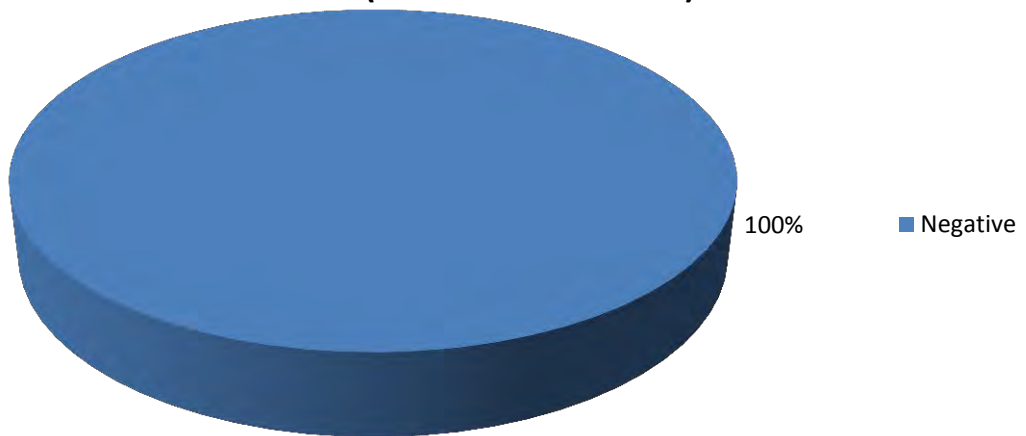
Airspace or Route Design (total comments 102)

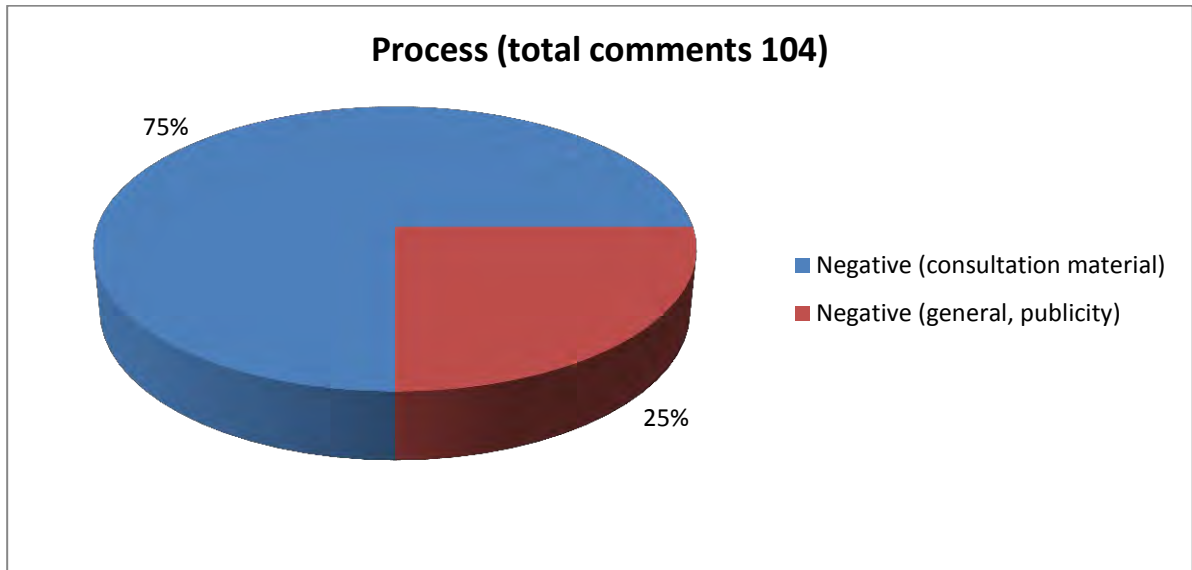


Environment (total comments 351)



Economic (total comments 187)





End of pie chart analysis.

8. Appendix: List of References, and Proposed Airspace Chart

1. Department for Transport Guidance to the Civil Aviation Authority on Environmental Objectives relating to the exercise of its Air Navigation Functions

Search online for the above phrase
DfT, Jan 2014

2. CAP725 CAA Guidance on the Application of the Airspace Change Process

Search online for the above phrase
CAA, Mar 2007

3. TAG Farnborough Additional Consultation Document

Search online for 'Farnborough airspace consultation' or use the following link:
www.Consultation.TAGFarnborough.com

TAG Farnborough, Aug 2016

4. TAG Farnborough Consultation Feedback Report Part B

As above, Jul 2015

5. TAG Farnborough Consultation Material Parts A-F (2014)

Part A: Introduction and overview

Part B: Proposed changes below 4,000ft in the vicinity of Farnborough Airport

Part C: Proposed changes between 4,000ft and 7,000ft further away from Farnborough

Part D: Removed from this proposal, transferred to NATS LAMP

Part E: Aviation technical information

Part F: Appendices

As above, Feb 2014

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The proposed routes and airspace are shown on the next page

