

Farnborough Airport Limited

Throughout the document there are some lines that contradict others when trying to identify who will pay the charge/be eligible for the support fund.

Page 11, 6th bullet is, I believe the accurate description *the Charge should initially be payable by airspace users in receipt of en route air traffic services in the UK Flight Information Region*. This phrase is repeated in para 5.1, 5.71 and 5.92.

But this does not seem to align with page 37 para 2.88 *The Airspace Design Support Fund would only be available to UK commercial airports that are served by airline operators required to pay the Charge* and the information provided by the CAA and DFT in industry briefings on UKADS.

Page 37 para 2.88 implies that

- a Business Aviation concern such as Farnborough Airport would not be eligible (accepting that at this point FAL will not have to use the support fund as it's FASI-S ACP will be subsumed by UKADS) for the support fund,
- operators from an a Business Aviation airport would not be paying the charge, this is incorrect – they will pay
- commercial airlines are the only entities that will pay the charge, this is incorrect, any flight operating in the en-route airspace will pay

I do not believe these implications are intended and suggest the wording in page 37 para 2.88 should have read *The Airspace Design Support Fund would only be available to UK commercial **and business aviation** airports that are served by **airline** operators required to pay the Charge*