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4 September 2017

Mr J C Walker
Airspace Regulator (Coordination)
Civil Aviation Authority
CAA House K601
45-59 Kingsway
London
WC2B 6TE

Dear Jim

Thank you for your letter dated 25 August 2017 regarding access arrangements to the proposed Class D CTAs.

TAG Farnborough is happy to summarise the CTA access arrangements from the ACP, as requested;

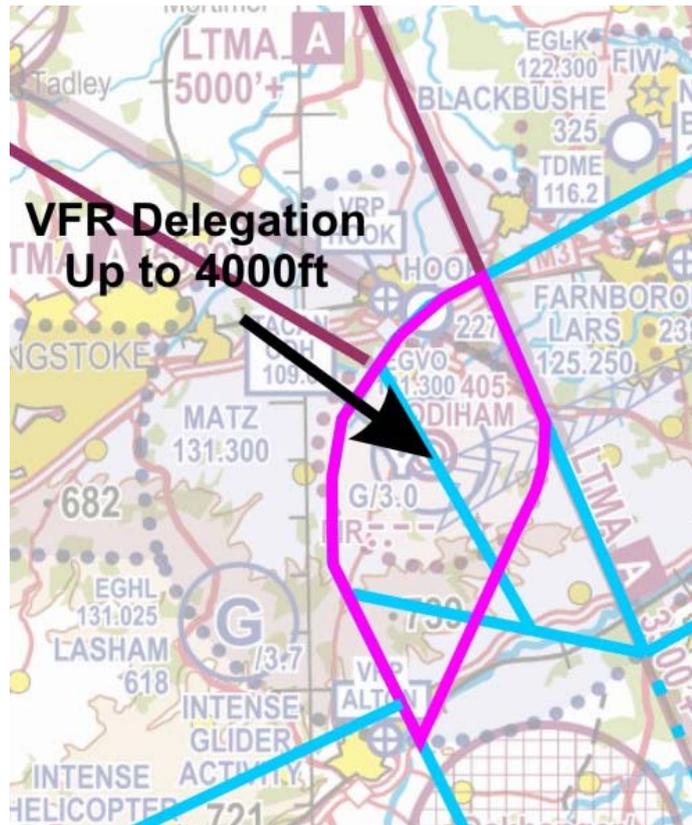
- CTA 1: Access to CTA 1 will be afforded by means of ATC clearance issued by Farnborough ATC via RTF.*

East / West VFR transits are expected in this area and our ability to service the request was simulated on 3 occasions, each of which was subject to CAA oversight. The base of CTA 1 has been vertically defined in order to facilitate Fairoaks inbound and outbound traffic without requirement for a clearance. This element of the design has been derived with input from Fairoaks ATSU.

- CTA 2 and 3: Access to CTA 2/3 will be afforded by means of ATC clearance issued by Farnborough ATC via RTF.*

CTA 2 and 3 both encompass certain elements of the existing RAF Odiham operation. To enable the Odiham and Farnborough ATC operations to integrate effectively, Letter of Agreement (LoA) measures have been agreed in draft, and the procedures have been simulated successfully.

Additional airspace sharing can be provided by replicating the current arrangement agreed with Kestrel Gliding Club. This current arrangement has identified an area "The Eye", hi-lighted in pink below, within which light aircraft and gliding operations take place concurrent with Farnborough operations. This arrangement also takes place without RTF contact with Farnborough ATC.



A draft LoA for ACP implementation has been agreed in principle with RAF Odiham and Kestrel Gliding Club which replicates the current arrangement.

This area could provide additional airspace sharing arrangements subject to agreement with RAF Odiham and Kestrel Gliding Club

- CTA 4, 5 and 6: Access to CTA 4, 5 and 6 will be afforded by means of ATC clearance issued by Farnborough ATC via RTF.* It should be noted that part of CTA 6 is encompassed by "The Eye".
- CTA 7 and 8: Access to CTA 7 and 8 will be afforded by means of ATC clearance issued by Farnborough ATC via RTF.*

Greater airspace sharing arrangements could be available to GA users who enter into an agreement within which, at times of the day which are more critical to their operation, tactical amendments can be made to the inbound and outbound procedures. There is a potential workload impact for ATC in the amendment of the procedures, however for agreed periods of the day this can be managed tactically. The tactical amendments to inbound and outbound procedures would remain within the consulted-upon flow swaths. The periods can be flexible on a daily basis in order to best meet the requirements of both parties. This access can be further enhanced with aircraft surveillance equipment, currently transponder but in the future ADS-B could also provide a benefit.

- CTA 9: Access to CTA 9 will be afforded by means of ATC clearance issued by Farnborough ATC via RTF.*

(* - There may be occasions when clearance is issued by another ATSU on behalf of Farnborough ATC)

TAG Farnborough remains committed to providing access to airspace users and to holding discussions over any new proposals with other parties where we could both benefit from the practical application of airspace sharing agreements, aligned with the submitted consultation.

The series of meetings requested and hosted by the CAA in the second half of 2016 did produce new information from Southdown Gliding Club which TAG continues to seek clarification on but any further information has not been forthcoming. Unfortunately, all other information presented at the meetings by members of the GA community did not offer the opportunity for TAG to refine its submission as this information been previously rejected as a consultation submission.

I trust this letter satisfies the CAA's final query for our Airspace Change and I would like to request a CAA decision timeline to be provided as soon as possible.

Yours sincerely

Roger Walker
Director Airport Operations