



**Framework Brief Update:
Farnborough Area
Airspace Efficiency Proposal**

11am Fri 14th Nov 2014, CAA Gatwick

Framework Brief: Farnborough Airspace Efficiency

Presentation in support of the Framework Brief

- What did the consultation reveal?
- What is changing due to consultation feedback?
- What is not changing due to consultation feedback?
- How do these changes relate to the consultation feedback?
- Consequences of change - Revised impacts due to **consultation-led** design changes
- Way forward

Framework Brief: Farnborough Airspace Efficiency

Proposal objectives

- Efficiency minimum possible impact on GA and MoD
- Safety likewise
- Enavt impact as few people as possible

Consultation results – massive response country-wide

- Two core groups – Aviation and Enavt
- Three main points each, two of which are common

What is changing due to consultation feedback?

- Original conops – climb below KK SIDs which would be raised 4A to 5A
 - Small Class D CTR (smaller than all *except* LC)
 - Class D CTAs to enclose SIDs all the way
 - Odiham SIDs moved
 - KK CTA corner cut to reduce funnelling between low CTA 1500ft bases
- New conops - Farnborough SIDs “jump” KK SIDs which remain 4A
 - Even smaller Class D CTR (now 20% smaller area than LC's)
 - CTR depends on State's success at derogation – *not certain*
 - No RMZ (*but see later*)
 - Class D CTAs smaller or raised wherever possible
 - No change to Odiham SIDs from current day
 - No KK CTA corner-cut (funnelling reduced)

Framework Brief: Farnborough Airspace Efficiency

What is not changing due to consultation feedback?

- Design principles, objectives of proposal remain the same
- RNAV5 STARs to PEPIS away from runways
- RNAV1 STARs to WATSO near to runways
- Arrivals still vectored to ILS/SRA/Visual
- ‘Shark’s Fin’ for London CTR transit via TF
- Raised LL SID climb profiles as agreed (now 6%)
- South coast airways section remains (FL65 Class A) *but* transfers to LAMP Phase 1A including RUDMO contingency hold
 - LAMP will refer to Farnborough consultation responses

Framework Brief: Farnborough Airspace Efficiency

Change Details (1) - SIDs climb higher quicker off both runways

- Farnborough SID Climb Gradient – use the bizjet performance
- SIDs now climb SW instead of S to avoid KK SID

Change Details (2) - Large reduction in CAS

- CTR significantly narrowed & slightly shortened
- CTA bases raised and simplified where possible
- CTAs made smaller near Lasham

Framework Brief: Farnborough Airspace Efficiency

How do these changes relate to the consultation feedback? – Aviation

- Massive reduction in GA issues, due CAS reduction
- Access:
 - Even smaller CTR – easier VFR transit
 - Raised CTA bases – easier to avoid vertically if desired
- Justification:
 - Same objectives achieved using smaller overall volumes
- Safety if remaining OCAS,
 - Funnelling significantly reduced
 - Increased “headroom”

Framework Brief: Farnborough Airspace Efficiency

Specific example – Southdown Gliding Club (Parham) response

- SDGC Parham's objections mainly due to access/safety/economics (would close the club)
- Red traces are flight tracks by Parham glider pilots 2012-13
 - Blue current CAS
 - Green original consultation CAS – impact - would probably need to fly the L-shape
 - Black revised CAS due to consultation – difference in impact is clear
- Typical Lasham-Parham return leg
 - Small adjustment to typical route

Framework Brief: Farnborough Airspace Efficiency

Specific examples – RAF Odiham and Odiham Gliders

- RAF Odiham Joint Helis
 - Impacts reduced – regular contact with SATCO to agree progress
- Weekend - Odiham gliders “Kestrel” etc
 - *Likely* to be offered FUA chunk of combined CAS matching their ATZ dimensions
 - Concept *still in progress*

Framework Brief: Farnborough Airspace Efficiency

How do these changes relate to the consultation feedback? – Others

- Net reduction in Evt issues – specific details to follow
- Noise:
 - Due TAG Smaller areas exposed to noise below 7A – **not held down by KK**
 - Due GA Less funnelling/compression reduces *perceived* concentration of GA
- Justification:
 - Same objectives achieved using smaller overall volumes
- Safety
 - Due TAG Quicker climb into LTMA
 - Due GA Less funnelling/compression reduces *perceived* risk of collision

Framework Brief: Farnborough Airspace Efficiency

Consequences of Change – Environmental Impact

- | <u>Net reduction in people overflown</u> | <u>Up to 7A</u> | <u>33,300</u> |
|--|-----------------|---------------|
| | Up to 4A | 26,300 |
| | 4A-7A | 7,000 |
- No unexpected environmental impacts were revealed that required specific action – all were along the lines “do not fly over my house”
- Best attempt made to reduce overflight of populated areas whilst remaining operationally viable – recent revision of 24 SID
- (SARG envt specialist) – from his seat there are 2 points to make:
 - 1. Environmental benefit of revised system-design seems clear (reduced popn vs current ops, and vs original design as consulted)
 - 2. Has CAP725 process been complied with?

Framework Brief: Farnborough Airspace Efficiency

Consequences of Change – Alton impacts

- Original consultation did cover Alton vicinity in Part B using language “may be within this area at any altitude”, but...
- ...Alton was not covered in the original swathe
- *Alton would still not get direct overflight (24 SID always south of A31 road)*
- New swathe impact on vicinity of Alton - increased altitude (min 5A prob nearer 6A)

Framework Brief: Farnborough Airspace Efficiency

Consequences of Change – Alton CAP725 compliance?

- Received & analysed 170+ responses from vicinity, including Alton's local authority East Hants DC (ref SARG meeting)
- EHDC mentioned massive increase in impacts on East Hants, including towns of Alton, Bordon, Whitehill, Lindford, Petersfield and Liphook, and also South Downs National Park
- New SIDs **avoid** these towns **except Alton**, and keeps flights further from South Downs for longer before turning, allowing 1-2,000ft additional climb (reducing impact)
- Arrivals remain unchanged due requirement to avoid KK traffic – *may* be able to remain slightly higher for slightly longer, but not significant
- Consultation is about attaining or confirming views and opinions about the impact of a particular Airspace Change Proposal (CAP725 Stage 3 page 7 para 14)
- **Have we done this?** Responses received, analysed, decisions made, revised impacts analysed
- **What new info** would be revealed by additional wide public consultation?

Framework Brief: Farnborough Airspace Efficiency

Consequences of Change – Discussion Points

- Re-engagement strategy (see next)
- Assumption that a wide & public re-consultation is unnecessary for continued compliance with CAP725?
- Agreement of LOAs – what if?

Framework Brief: Farnborough Airspace Efficiency

Engagement strategy:

Aviation

- RAF Odiham and MoD
- GA groups from NATMAC (e.g. BGA, LAA etc)
- Local GA groups
 - Lasham & Parham for gliders
 - Blackbushe, Fair Oaks, Goodwood for powered GA

Local authority

- East Hants District Council

Write and publish Feedback Report Part B – Q1 2015

- Including final comments from engaged parties (listed above)
- Illustrating revised CAS/SIDs and how consultation led to this design

Framework Brief: Farnborough Airspace Efficiency

Achieves the objective

- Improved efficiency for TAG flights with lowest possible impact on GA/gliders, reduced noise impact overall (population)
- Local community and GA are the two highest priorities for TAG – own a/c fuel use is lower priority
- Uncertainty re new fuel use for TAG deps: longer FPL SID Vs quicker climb Vs tactical shortcuts above 7A
- TAG arrivals from SE/SW *may* stay slightly higher slightly longer than previous consultation – unlikely to be significant improvement, no intent to recalculate (arrivals from North no change)

Framework Brief: Farnborough Airspace Efficiency

Way Forward

- **Produce/submit Feedback Report Part B and ACP – Q1 2015**
- **Aiming for SARG decision Q3 2015, implementation Dec 2015 alongside LAMP Phase 1a**
- **Subject to AIS deadlines – submit RNAV procedures early**
- **Agreements, comments, issues, points to note, AOB?**