



***Farnborough
Airport***

Airspace Change Proposal

Appendix L

Disruption and Delay

CAA REDACTED

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1. Introduction and Summary

- 1.1. This document provides evidence of disruptions and delays caused by the airspace environment in which Farnborough sits.
- 1.2. This includes a summary of the last two years of recorded events in the Farnborough Daily Events Return (DER).
- 1.3. None of the disruption events, and few of the delays, would occur in a CAS environment. Where delays occur due to RAF Odiham interactions, a CAS-based solution would be found without excessive delay to either Unit.

2. Disruption events June 2013-May 2015

- 2.1. The following provides a list of summarised events considered significant enough to be recorded in the Daily Events Return DER.
- 2.2. Statement from the Farnborough Manager Ops and Training regarding 11th June 2015:

I have received an email from the afternoon Watch Manager from yesterday (11/06/15) expressing discomfort at the operational environment being on Runway 06 with an unknown aircraft originating from and returning to Lasham repeatedly throughout the shift having orbited and operated in an unpredictable manner on the approach to Runway 06. The comment was that multiple aircraft inbound to Farnborough were either held off for a number of minutes each or were broken off the approach.

Due to the workload created by this scenario, and the volume of traffic overall, the team were sufficiently busy to have not logged the details of any of this.

*If you are content in terms of justification, you may include this statement from me that this is an issue that **routinely** prevents aircraft arriving at Farnborough in an efficient and stabilised manner, resulting in additional track miles and fuel burn because the environment is uncontrolled and unknown.*

*I have looked through the strips for the afternoon, and have identified two arrivals that, by the nature of their headings, were either broken off the approach or given significant extended delaying vectors. These were **XXXXX** and **XXXXX**.*

Neil Turner, Farnborough MgrOpsTrng.

2013

- 2.3. 07/06/13 @ 1544 **XXXXX** delayed outbound for 10 minutes due to FIR traffic. @ 1547 **XXXXX** delayed outbound for 12 minutes due to FIR traffic.
- 2.4. 08/06/13 @ 1248 **XXXXX** cancelled noise abatement on departure due FIR traffic
- 2.5. 10/06/13 @ 1317 **XXXXX** cancelled noise abatement on departure due to delay from London getting approval and FIR traffic
- 2.6. 16/06/13 @ 1806 **XXXXX** cancelled noise abatement on departure due FIR traffic
- 2.7. 20/06/13 @ 0618 **XXXXX** cancelled noise abatement on departure due pop up FIR traffic
- 2.8. 21/06/13 @ 1151 **XXXXX** delayed outbound 11 minutes due VO and FIR traffic
- 2.9. 25/06/13 @ 0745 **XXXXX** delayed on the runway due birds & FIR traffic
- 2.10. 28/06/13 @ 1022 **XXXXX**, CTOT 1010, unable to make due to conflicting FIR traffic transiting the LF overhead. Extra 5 minutes on CTOT approved from UK FMP, a/c departed at 1022.
- 2.11. 29/06/13 @ 0924 **XXXXX** 8 min delay due FIR traffic in the climbout. Had to get +5 minutes on CTOT from UK FMP.
- 2.12. 30/06/13 @ **XXXXX** cancelled noise abatement on departure due FIR traffic
- 2.13. 03/07/13 @ 0828 **XXXXX** delayed due FIR traffic. A/c taxied 0816, airborne 0828.
- 2.14. 05/07/13 @ 1529 Considerable delays (up to 20 minutes) for the following a/c due FIR traffic including aerobatic aircraft and unknown contacts crossing the climbout; **XXXXX** @1529, **XXXXX** @1536, **XXXXX** @1545, **XXXXX** @1550 and **XXXXX** @1554. @ 1630 **XXXXX** cancelled noise abatement inbound due HL glider activity around the instrument final approach.

- 2.15. 06/07/13 @ 0936 **XXXXXX** cancelled noise abatement inbound due traffic @ 1445 **XXXXXX** cancelled noise abatement inbound due glider activity East of VO
- 2.16. 07/07/13 @ 0939 **XXXXXX** cancelled noise abatement on departure due FIR traffic, 3 minute delay
- 2.17. 09/07/13 @ 0755 **XXXXXX** cancelled noise abatement on departure due FIR traffic, 4 minute delay
- 2.18. 13/07/13 @ 1225 **XXXXXX** delayed outbound due unknown traffic in FIR
- 2.19. 19/07/13 @ 0942 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.20. 21/07/13 @ 1219 **XXXXXX** cancelled noise abatement on departure due FIR traffic @ 1607 **XXXXXX** broken off visual approach due gliders and repositioned.
- 2.21. 25/07/13 @ 1301 **XXXXXX** 5 minute delay outbound due conflicting traffic (type of traffic unspecified)
- 2.22. 28/07/13 @ 1442 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.23. 10/08/13 @ 1131 **XXXXXX** cancelled noise abatement on departure due traffic, 3 minute delay
- 2.24. 22/08/13 @ 1150 **XXXXXX** inbound delayed overhead Guildford for 6 minutes due to unknown traffic in the final approach. @ 1743 **XXXXXX** cancelled noise abatement outbound due FIR traffic
- 2.25. 27/08/13 @ 1616 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.26. 31/08/13 @0831 **XXXXXX** cancelled noise abatement on departure due FIR traffic. @ 0929 **XXXXXX** cancelled noise abatement on departure due FIR traffic, 11 minute delay on the runway. @ 1618 **XXXXXX** cancelled noise abatement on departure, 3 min delay (no reason given)
- 2.27. 05/09/13 @ 1807 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.28. 07/09/13 @ 1538 **XXXXXX** cancelled noise abatement due gliders and FIR traffic, 5 minute delay
- 2.29. 27/09/13 @ 0928 **XXXXXX**, CTOT 0917, delay due FIR traffic, +5 minutes on CTOT approved by UK FMP to facilitate departure. @ 1040-1200 multiple delays up to 30 minutes for following a/c due VO calibration, busy FIR and aerobatics on the Hogs back; **XXXXXX**, **XXXXXX**, **XXXXXX**, **XXXXXX**, **XXXXXX** and **XXXXXX**
- 2.30. 29/09/13 @ 0952 **XXXXXX**, CTOT 0940, delay due FIR traffic, +5 minutes on CTOT approved by UK FMP to facilitate departure. @ 1126 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.31. 06/10/13 @ 1309 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.32. 11/10/13 @ 1022 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.33. 12/10/13 @ 1159 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.34. 19/11/13 @ 1230 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.35. 23/11/13 @ 1136 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.36. 08/12/13 @ 1158 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.37. 13/12/13 @ 0836 **XXXXXX** cancelled noise abatement on departure due FIR traffic

2.38. 17/12/13 @ 1145 **XXXXXX** cancelled noise abatement on departure due FIR traffic from LK

2014

2.39. 19/01/14 @ 1152 **XXXXXX** cancelled noise abatement on departure due FIR traffic.

2.40. 20/01/14 @ 1440 **XXXXXX** taxied at 1425, airborne at 1440 – delay due FIR traffic

2.41. 22/02/14 @ 1607-1800 3000ft co-ordinated with TC towards OCK inside CAS to facilitate inbounds to LF due to high volume of Approach traffic and very busy FIR airspace south of TF.

2.42. 27/02/14 @ 1452 **XXXXXX** cancelled noise abatement on departure due FIR traffic

2.43. 10/03/14 @ 1113 **XXXXXX** 5 minute delay due FIR traffic in the climbout. @ 1515 **XXXXXX** cancelled noise abatement on departure due FIR traffic.

2.44. 21/03/14 @ 1145 **XXXXXX** 8 minute delay outbound due gliders 3NM W of EGLF.

2.45. 24/03/14 @ 1324 **XXXXXX** cancelled noise abatement on departure due FIR traffic

2.46. 28/03/14 @ 1510 **XXXXXX** cancelled noise abatement on departure due FIR traffic

2.47. 29/03/14 @ 1009 **XXXXXX** cancelled noise abatement on departure due FIR traffic. @ 1422 KAY56 delayed ten minutes on departure due to go-around traffic and FIR traffic

2.48. 30/03/14 @ 0944 **XXXXXX** cancelled noise abatement on departure due FIR traffic in the Climbout and in order to adhere to CTOT. @ 1045 **XXXXXX** cancelled noise abatement with avoiding action turn on departure due FIR traffic. @ 1051 **XXXXXX** cancelled noise abatement with avoiding action turn on departure due pop up FIR traffic to the North of LF. @ 1105 **XXXXXX** cancelled noise abatement on departure due FIR traffic. @ 1344 **XXXXXX** cancelled noise abatement inbound due glider operating on 4 mile final

2.49. 31/03/14 @1232 **XXXXXX** cancelled noise abatement on departure due FIR traffic

2.50. 03/04/14 @ 1413 **XXXXXX** cancelled noise abatement on departure due FIR traffic in the climbout.

2.51. 08/04/14 @ 1110 **XXXXXX** cancelled noise abatement on departure due FIR traffic

2.52. 09/04/14 @ 0832 **XXXXXX** ready at 0832, wasn't airborne until 0839 due FIR traffic. @ 0829 **XXXXXX** delayed outbound due FIR traffic. @ 0832 **XXXXXX** delayed outbound due FIR traffic. @1445 Primary contact observed leaving associated primary's around EGHL, tracked to VO overhead then positioned on hogs back. At one stage aircraft was perceived to be in or over LF ATZ. One GWC departure released non-standard and one inbound given non-standard pattern as a result. Last observed bearing 220 degrees at 6NM from LF tracking back towards EGHL at 1505Z. @ 1625 **XXXXXX** 6 minute delay outbound due FIR traffic

2.53. 13/04/15 @ 1159 **XXXXXX** 6 minute delay outbound due FIR traffic

2.54. 18/04/14 @ **XXXXXX** 9 minute delay outbound due intense gliding and FIR traffic. Ready at 1156 departed 1205.

2.55. 22/04/14 @ 0740 **XXXXXX** and **XXXXXX** delayed inbound by approx. 10 track miles due to FIR traffic

2.56. 29/04/14 @ 0806 **XXXXXX**, 7 minute delay outbound (Reasons not given.) @ 0810 **XXXXXX**, 4 minute delay outbound (Reasons not given.)

2.57. 03/05/14 @ 1328 **XXXXXX** cancelled noise abatement on departure due FIR traffic, 4 minute delay. @ 1429 **XXXXXX** go-around at 2DME as **XXXXXX** on the runway lined up and given new departure instructions due FIR traffic. However insufficient time to pass departure instructions and get airborne.

- 2.58. 04/05/14 @ 0928 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.59. 05/05/14 @ 1745 **XXXXXX** broken off final approach by radar due unknown primary contact crossing the final approach
- 2.60. 13/05/14 @ 1329 **XXXXXX** 10 minute delay due FIR traffic and aircraft on departure frequency trial.
- 2.61. 21/05/14 @ 1507 **XXXXXX** cancelled noise abatement on departure due FIR traffic.
- 2.62. 23/05/14 @ 1655 **XXXXXX** 10 minute delay outbound due FIR traffic
- 2.63. 30/05/14 @ 1046 **XXXXXX** 10 minute delay outbound due VO calibration and FIR traffic
- 2.64. 31/05/14 @ 1355 **XXXXXX** 5 minute delay outbound due to unknown traffic transiting the LF ATZ. @ 1427 **XXXXXX** go-around, too high on the approach due FIR traffic. @ 1415-1440 **XXXXXX** and **XXXXXX** delayed in the air due sheer volume of FIR traffic prior to making an approach. **XXXXXX** was broken off the approach twice due FIR traffic. @ 1504 **XXXXXX** delayed inbound due unknown FIR traffic on final Note: There would have been more delays throughout the day due FIR traffic however team too busy to log all occurrences.
- 2.65. 03/06/14 @ 0738 **XXXXXX** cancelled noise abatement on departure (no reason given)
- 2.66. 06/06/14 @ 1300 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.67. 08/06/14 @ 0746 **XXXXXX** elected to continue to land against unknown primary contact entering the ATZ from North to South. (Normally would have been broken off the approach)
- 2.68. 09/06/14 @ 0842 **XXXXXX** 15 minute delay outbound due FIR & VO traffic.
- 2.69. 11/06/14 @ 0834 **XXXXXX** delayed outbound due to FIR traffic, departed at 0842.
- 2.70. 17/06/14 @ 1044 **XXXXXX** unable to complete an ILS approach 06 due to a glider contact, estimated by pilot to be 200ft above.
- 2.71. 25/06/14 @ 1904 Several contacts on 06 final approach precluded deconfliction service ILS approaches for approx. 1 hour. Several contacts also observed earlier in the afternoon
- 2.72. 26/06/14 @ 0750 Primary contact observed in/over VO ATZ 1nm north of the approach with inbound ILS traffic. VO advised they were not working it. @ 1539 Several aircraft required to do visual approaches due to primary contacts above and south of VO ATZ.
- 2.73. 29/06/14 @ 0845 **XXXXXX** 11 minute delay and cancelled noise abatement on departure due VO and FIR traffic. @ 0849 **XXXXXX** 8 minute delay outbound due FIR traffic. @ 1536 **XXXXXX** 4 min delay and cancelled noise abatement due to FIR traffic in the climbout squawking 4572
- 2.74. 02/07/14 @ 1356 **XXXXXX** 8 minute delay and cancelled noise abatement on departure due FIR and VO traffic.
- 2.75. 06/07/14 @ 1630 **XXXXXX** cancelled noise abatement on departure to the South due gliders to the NW of LF (CPT departure)
- 2.76. 05/07/14 @1454 **XXXXXX** cancelled noise abatement on departure due FIR traffic in climb out
- 2.77. 12/07/14 @ 1500 Glider observed to leave the HL overhead and route overhead Farnborough delaying several inbounds and outbounds. Altitude estimated to be approx. 3000ft.
- 2.78. 22/07/14 @ 1642 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.79. 23/07/14 @ 1632 **XXXXXX** vectored for less than 3nm final runway 06 due to FIR traffic

- 2.80. 25/07/14 @ 1114 **XXXXXX** cancelled noise abatement on departure due FIR traffic. @ 1253 Unknown glider contact on 06 final approach resulting in ILS not usable for a short period, visual approaches only
- 2.81. 03/08/14 @ 1255 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.82. 04/08/14 @ 1508 **XXXXXX** cancelled noise abatement on departure due to glider operating 2 DME on the climb out. @ 1511 **XXXXXX** cancelled noise abatement on departure due to glider operating 2 DME on the climb out.
- 2.83. 11/08/14 @ 1246 **XXXXXX** 11 minute delay outbound (no reason given). @ 1252 **XXXXXX** 11 minute delay outbound (no reason given)
- 2.84. 20/08/14 @ 1027 **XXXXXX** 13 minute delay due to an a/c having to depart ahead of **XXXXXX** with a slot and FIR traffic
- 2.85. 30/08/14 @ 1525 **XXXXXX** cancelled noise abatement on departure due pop up FIR traffic
- 2.86. 03/09/14 @ 1346 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.87. 10/09/14 @ 1316 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.88. 11/09/14 @ 0933 **XXXXXX** cancelled noise abatement on departure due FIR traffic. @ 1315 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.89. 12/09/14 @ 1529 **XXXXXX** 10 minute delay outbound due FIR traffic. @ 1529 **XXXXXX** 14 minute delay outbound due FIR traffic
- 2.90. 13/09/14 @ 1427 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.91. 16/09/14 @ 1550 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.92. 21/09/14 @ 1123 **XXXXXX** 3 minute delay and cancelled noise abatement on departure due FIR traffic
- 2.93. 25/09/14 @ 1043 **XXXXXX** on request at 1038, airborne at 1043 (CTOT). @ 1050 **XXXXXX** on request at 1038, airborne at 1050. @ 1051 **XXXXXX** on request at 1038, airborne at 1051. @ 1100 **XXXXXX** on request at 1038, airborne at 1100. All the above delayed due FIR and VO traffic.
- 2.94. 30/09/14 @ 1349 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.95. 05/10/14 @ Between 1200 and 1300, **XXXXXX** (1210), **XXXXXX** (1217) and **XXXXXX** (1255) were CPT departures however had to be given GWC departure instructions due to glider activity painting on radar and visible from the tower 3 miles west of the airfield. These gliders were still visible from the tower at 1440UTC.
- 2.96. 07/10/14 @ 1144 **XXXXXX** 11 minute delay due EGVO and FIR traffic.
- 2.97. 12/10/14 @ 1543 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.98. 18/10/14 @ 1232 **XXXXXX** delayed outbound due FIR and LK traffic
- 2.99. 28/10/14 @ 1137 **XXXXXX** cancelled noise abatement on departure due FIR and VO traffic
- 2.100. 02/11/14 @ 1530 **XXXXXX** 10 minute delay outbound due FIR traffic (inbound rotary to the 4 seasons). @ 1533 **XXXXXX** 10 minute delay outbound due FIR traffic (inbound rotary to the 4 seasons)
- 2.101. 11/11/14 @ 1056 **XXXXXX** 5 minute delay outbound due FIR traffic transiting climbout
- 2.102. 14/11/14 @ 1500 **XXXXXX** cancelled noise abatement on departure due FIR traffic

- 2.103.29/11/14 @ 1222 **XXXXXX** cancelled noise abatement on departure due FIR traffic, airborne 1240. @ 1222 **XXXXXX** cancelled noise abatement on departure due FIR traffic, airborne 1250
- 2.104.11/12/14 @ 1106 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.105.16/12/14 @ 1019 **XXXXXX** held on the runway for 5 minutes due FIR traffic.
- 2.106.19/12/14 @ 1228 **XXXXXX** 7 minute delay outbound – no reason given

2015

- 2.107.05/02/15 @ 0840 **XXXXXX** broken off approach due traffic (**XXXXXX**) climbing out of HL
- 2.108.10/02/15 @ 1720 **XXXXXX** 5 minute delay outbound due traffic in the climb out
- 2.109.05/03/15 @ 1712 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.110.10/03/15 @ 1732 **XXXXXX** cancelled noise abatement inbound on a visual Approach due to HL Glider activity extending to East
- 2.111.13/03/15 @ 1647 **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.112.20/03/15 @ 1851 **XXXXXX** 5 minute delay outbound due FIR traffic
- 2.113.21/03/15 @ 1426 **XXXXXX** cancelled noise abatement on departure due to FIR traffic
- 2.114.22/03/15 @ 1636 **XXXXXX** cancelled noise abatement on departure due to a hot air balloon.
- 2.115.27/03/15 @1512 **XXXXXX** 20 minute delay outbound due FIR, VO and **XXXXXX** traffic. @ 1307 **XXXXXX** 14 minute delay outbound due FIR traffic
- 2.116.01/04/15 @ 1630 **XXXXXX**, cancelled noise abatement on departure due to FIR traffic
- 2.117.06/04/15 @ 1538 **XXXXXX** cancelled noise abatement and avoiding action on climbout due to FIR traffic
- 2.118.11/04/15 @ 1005 **XXXXXX** 7 minute delay outbound due FIR traffic.
- 2.119.17/04/15 @ 1642z **XXXXXX** cancelled noise abatement on departure due FIR traffic
- 2.120.18/04/15 @ 1114 **XXXXXX** 11 minute delay outbound due to inbound aircraft and FIR traffic. @ 1301 AHO198E cancelled noise abatement on departure due to FIR traffic. @ 1717 **XXXXXX** cancelled noise abatement on departure due to FIR traffic.
- 2.121.19/04/15 @ 1532 **XXXXXX** cancelled noise abatement on departure due to FIR traffic and CTOT. @ 1544 **XXXXXX** cancelled noise abatement on departure due to FIR traffic. @ 1654 **XXXXXX** cancelled noise abatement on departure due to FIR traffic.
- 2.122.01/05/15 @ 1414 **XXXXXX** cancelled noise abatement on departure due FIR traffic.
- 2.123.04/05/15 @ 1140 **XXXXXX** 2 minute delay outbound due FIR traffic. @ 1308 **XXXXXX** broken off the final approach due pop up unknown primary contact. Pilot converted to a visual approach to land
- 2.124.07/05/15 @ 1425 **XXXXXX** delayed downwind due to multiple aircraft crossing the final approach.
- 2.125.08/05/15 @ 1257 **XXXXXX** 17 minute delay outbound due to FIR traffic (on request @1240)
- 2.126.10/05/15 @ 1135 **XXXXXX** broken off and repositioned for RW24 due unknown traffic crossing the final approach.

3. Conclusion

- 3.1. The examples recorded in Section 2 are those considered worth recording by the Farnborough ATC team.
- 3.2. The disruption is generally caused by 'airspace dominance' by unknown individuals or groups – see Appendix B Safety Discussion for more details.
- 3.3. There are many more unrecorded events due to disruption simply being part of the day job – this is 'ops normal' for the team, whereas for any comparable airport, any disruption at all would be unacceptable.
- 3.4. The numbers and types of events recorded here would not occur in a CAS environment.