

## Airspace Change and Flight Paths at Farnborough Airport

### Frequently Asked Questions

Demand for air travel has increased considerably over recent decades, placing more pressure on the airspace and air traffic networks in the skies above us (i.e. the air available for aircraft to fly in).

To be able to meet growing demand, while still operating aircraft safely, efficiently and with minimal local impact, Farnborough Airport has successfully implemented an 'airspace change,' resulting in introduction of new flight paths in February 2020.

This document (effective as of February 27<sup>th</sup> 2020) provides further information and answers to commonly asked questions surrounding these changes, just click on the topic of interest below to learn more about it.

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### **1. Why were an airspace change and new flight paths needed?**

Farnborough Airport used to be surrounded by '*uncontrolled*' airspace, meaning a range of airspace users (i.e. in addition to those flying to / from Farnborough) could operate very close-by without having to be in communication with Air Traffic Control.

Due to this, it was not always possible to fly Farnborough aircraft along consistent flight paths, as tactical control was needed to maintain safe separation (of Farnborough and non-Farnborough aircraft), leading to inefficient flight, deviation from preferred routings and overflying of more densely populated residential areas. The airspace change was instigated to address this.

Farnborough Airport now operates in '*controlled*' airspace where all aircraft must communicate with Air Traffic Control. This allows introduction of flight paths that can be flown consistently by Farnborough aircraft and routed over less populated areas, without the need to deviate and avoid other aircraft; this also facilitates Farnborough aircraft flying to higher altitudes faster as they depart, while remaining higher for longer when positioning for final approach to land.

The overall result is fewer people overflown on the ground and a more efficient and predictable environment to operate aircraft in as flight numbers increase, while maintaining safety standards. For those who are overflown by Farnborough aircraft, these will be operating at the highest possible altitudes for their stage of flight.

### **2. What are the new flight paths?**

Please see [Appendix 1](#) for an explanation of how Farnborough Airport operates, as well as annotated maps showing Farnborough Airport's flight paths.

While it is not possible to avoid every residential location, the flight paths have been designed to avoid the majority of built-up areas surrounding the Airport and concentrate aircraft movements over the smallest area possible, in-line with Government Policy.

### **3. How were the new flight paths decided?**

Feedback from the Farnborough Aerodrome Consultative Committee (a public forum where Airport stakeholders meet to discuss Airport matters) strongly called for certainty of flight paths through establishment of fixed departure and arrivals routes.

The new flight paths have been designed to avoid built-up areas, as far as possible, around Farnborough Airport. They were developed by NATS (a key air navigation service provider in the UK), working in conjunction with Farnborough Airport and the Civil Aviation Authority (the regulatory body responsible for aviation safety and airspace use policy in the UK).

Public consultation was held in 2014 for members of the public to provide feedback on the proposed routings.

**4. How were members of the public consulted about these changes?**

Members of the public were invited to review and provide feedback on the airspace change and new flight paths over a three-month period, beginning in February 2014, promoted through local authorities, plus local and online media. During this time, seven public consultation events were also held. For a full breakdown of distribution of consultation materials and events, please see [Appendices 2a and 2b](#).

**5. Is this change permanent?**

Yes. The new airspace set-up and flight paths provide a more efficient environment to operate Farnborough Airport aircraft in, as well as other non-Farnborough aircraft, while minimising disturbance to surrounding communities and ensuring safety standards are met.

**6. Are flights monitored to ensure they fly the new routes properly?**

Yes. Farnborough aircraft movements are monitored by Farnborough Airport to ensure compliance with the flight paths. Details of this process are published as a track monitoring procedure at:

<https://www.farnboroughairport.com/wp-content/uploads/2020/01/Farnborough-Airport-Aircraft-Noise-and-Track-Scheme.pdf>

There is also a public tracking system, 'WebTrak' which you can use to monitor and investigate Farnborough aircraft movements, and submit enquiries or complaints, via the following link: <https://farnboroughairport.com/WebTrak>.

**7. How will 'non-Farnborough' aircraft be affected?**

Other airspace users will still operate through the new controlled airspace set-up but must now communicate with Air Traffic Control to do so; this is so aircraft movements can be co-ordinated to ensure safe separation and consistent departure and arrival paths at Farnborough Airport.

A 'settling-in' phase is anticipated over the coming months as other airspace users become accustomed to the new airspace structure. This could result in non-Farnborough aircraft operating more intensively over areas on the periphery of the controlled airspace, however it is expected that this will reduce over time as passage through controlled airspace becomes more typical.

**8. How busy is Farnborough Airport expected to become?**

Farnborough Airport operates on an un-scheduled basis, meaning movement numbers may vary on any given day, based on demand.

Permission exists under the Airport's Planning Agreement to operate up to 50,000 air traffic movements per year (one movement is a departure *or* an arrival). Recent years have seen an increase in movement numbers, with 2019 representing the busiest year to date with 31,561.

**9. Is Farnborough Airport going to start operating commercial flights?**

No. Farnborough Airport is a dedicated and purpose-built private business aviation facility which is not designed to cater for mainstream commercial aviation. Only private business operations are permitted under the Airport's Planning Agreement.

**10. What are the noise limits and restrictions?**

Under the Airport's planning requirements, an annual noise impact assessment is carried out to model the impact of noise in the surrounding community, with reports submitted to the Planning Authority, Rushmoor Borough Council, on a biannual basis. All reports are published on the Council's website: <https://www.rushmoor.gov.uk/article/3287/Airport-monitoring>

During the Farnborough International Airshow, which takes place every two years in July, no noise limits or restrictions are imposed.

**11. I live outside the new flight paths but still see aircraft over my area, why?**

Aircraft originating from other airports will continue to transit through the new airspace so will be observed outside of the Farnborough flight paths. They will be under the instruction of Air Traffic Control and routed tactically in order to maintain safe separation from other aircraft.

There are a small number of lighter aircraft operating from Farnborough Airport which are not required to follow the established flight paths, typically operating as part the Airport's flying club. Helicopter movements will continue to follow the same routes as prior to the new flight path introduction.

On rare occasions, there may be the need to route Farnborough aircraft outside of the flight paths, if this is required for safety reasons.

**12. I still have questions and concerns, who can I escalate these to?**

***Farnborough Airport***

To understand more about the airspace change and flight paths, or to make a complaint, contact Farnborough Airport:

Enquiries: [airspaceenquiries@farnboroughairport.com](mailto:airspaceenquiries@farnboroughairport.com)  
Complaints: [complaints@farnboroughairport.com](mailto:complaints@farnboroughairport.com) / 01252 526 001

The public tracking system 'WebTrak' can also be used to view, investigate and lodge a complaint about Farnborough aircraft movements, via the following link: <https://farnboroughairport.com/WebTrak>.

Any information submitted will be managed in accordance with Farnborough Airport's Privacy Policy, which can be viewed at: <https://www.farnboroughairport.com/privacy-notice/>

***Rushmoor Borough Council (Local Planning Authority)***

Contact Rushmoor Borough Council should you wish to query the conditions of the Airport's Planning Agreement, or Farnborough Airport's adherence to planning conditions.

Please direct your queries to the Airport Monitoring Officer:

Email: [pollutionteam@rushmoor.gov.uk](mailto:pollutionteam@rushmoor.gov.uk)  
Phone: 01252 398 137

***Civil Aviation Authority (Regulator)***

The Civil Aviation Authority can be contacted if you have a concern related to aviation safety or the policies surrounding airspace use. Visit the following link to make an enquiry or complaint:

Website link: <https://www.caa.co.uk/Our-work/Make-a-report-or-complaint/>

***Farnborough Aerodrome Consultative Committee (local stakeholder forum)***

Contact the Committee should you wish to discuss Airport-related matters with a local representative for your area; they can provide you with further information and raise any issues on your behalf with the wider Committee, as appropriate.

A list of representatives can be found via the following link, which also details upcoming meetings, which you are welcome to attend.

Website link: <http://www.facc.org.uk/members.htm>

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## Summary

This document provides further information and answers to commonly asked questions surrounding the airspace and flight path changes at Farnborough Airport, which became active on February 27<sup>th</sup> 2020. It is hoped these facts are useful; your feedback and further questions are welcomed via the channels highlighted under question 12.

A flight monitoring period is taking place in the initial months following the changes, to gather data about actual tracks flown by Farnborough aircraft, with a view to holding local events for addressing further queries or concerns of local communities in 2020. Please don't hesitate to contact your local Farnborough Aerodrome Consultative Committee representative (see question 12) to express interest in an event for your area.

## Appendix 1:

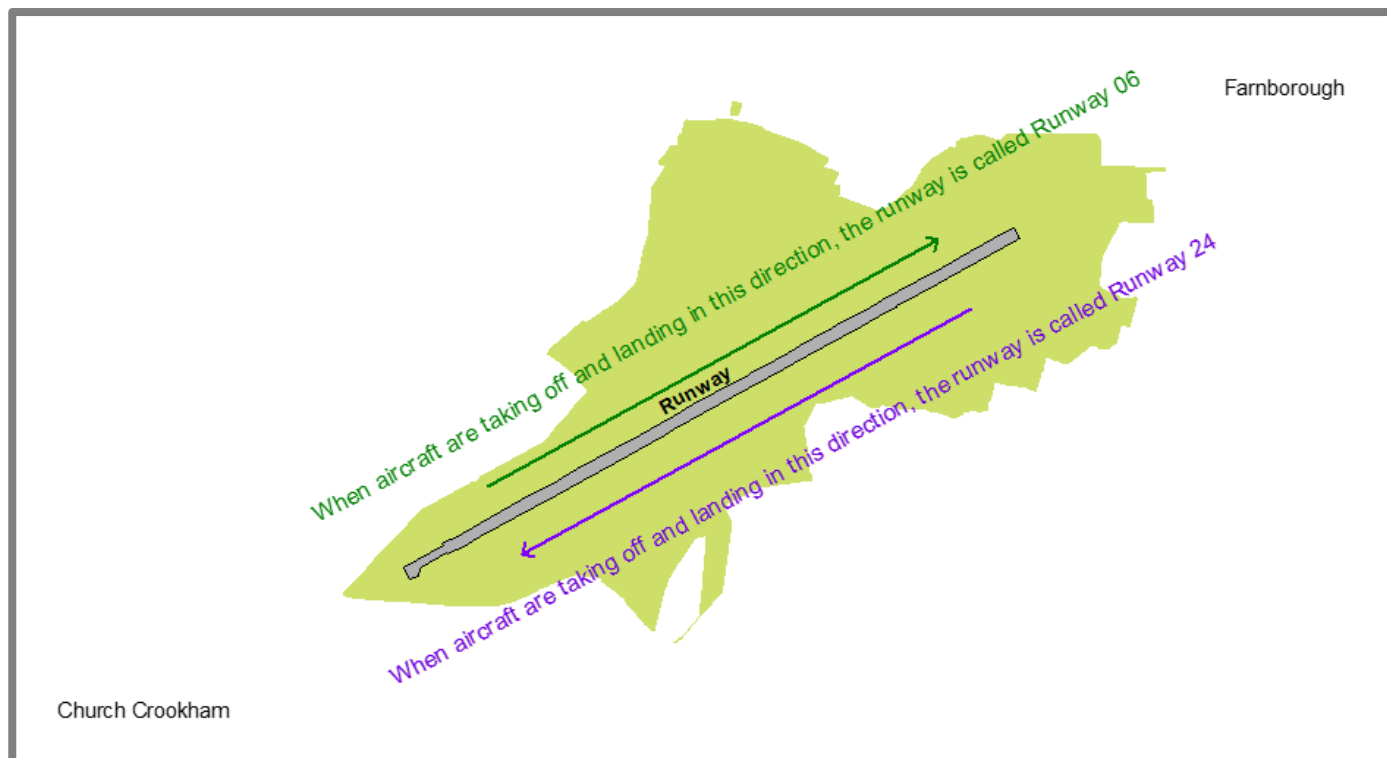
### Farnborough Airport operations

The information and maps on the following pages show the departure and arrival paths for Farnborough Airport aircraft. The aircraft are routinely audited to monitor compliance.

At Farnborough Airport we have one runway, which operates in both directions.

It is referred to as 'Runway 24' when aircraft are taking-off to the south west and landing from the north east. It is referred to as 'Runway 06' when the reverse is true.

The runway in use is determined solely by wind direction; due to a dominant prevailing south-westerly wind in the UK, Runway 24 is in use the majority of the time.



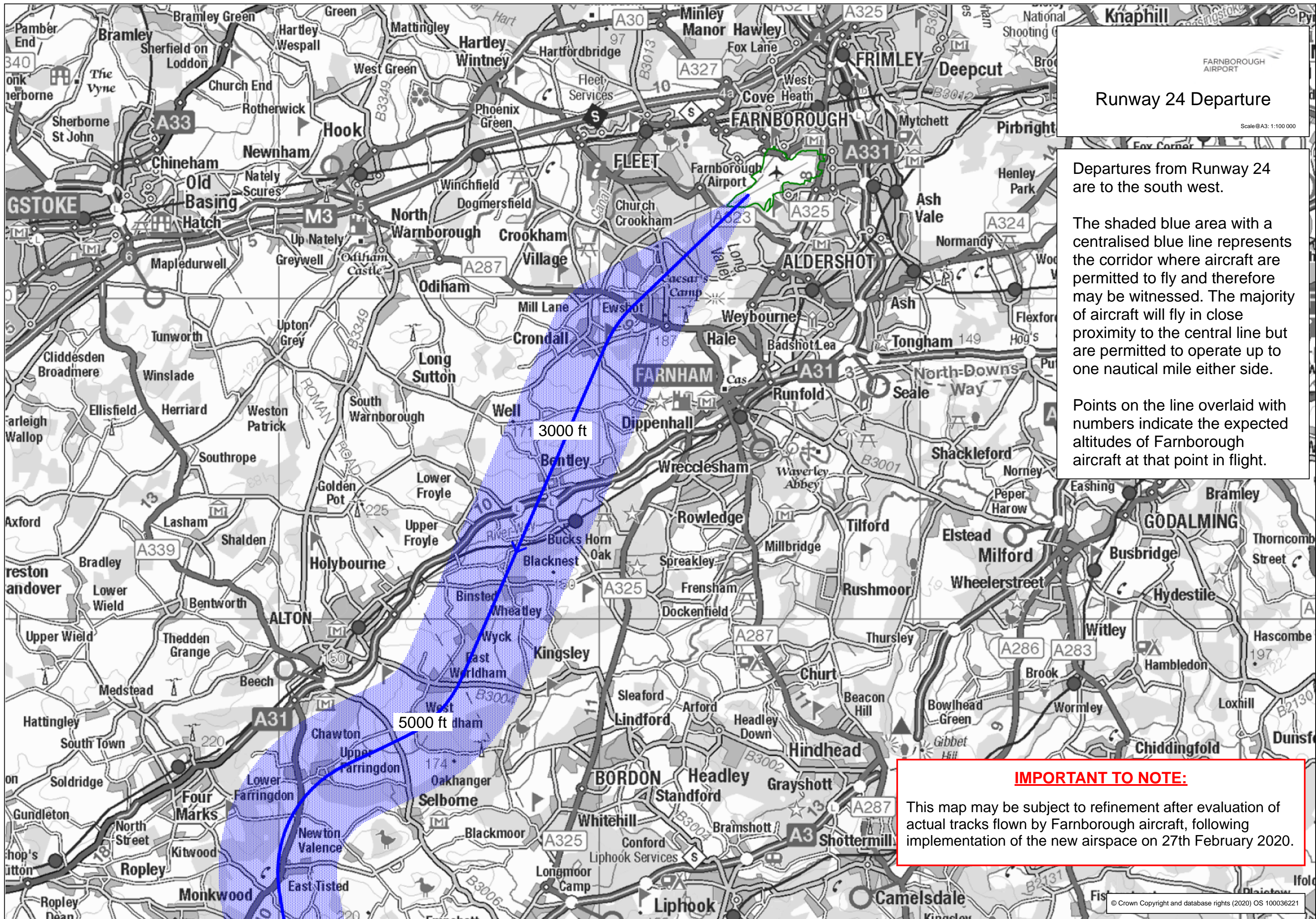
### **IMPORTANT TO NOTE:**

**The following maps illustrate the flight corridors Farnborough aircraft operate within. These may be subject to refinement after evaluation of actual tracks flown by Farnborough aircraft, following implementation of the new airspace on 27<sup>th</sup> February 2020.**









## Runway 24 Departure

Scale @ A3: 1:100 000

Departures from Runway 24 are to the south west.

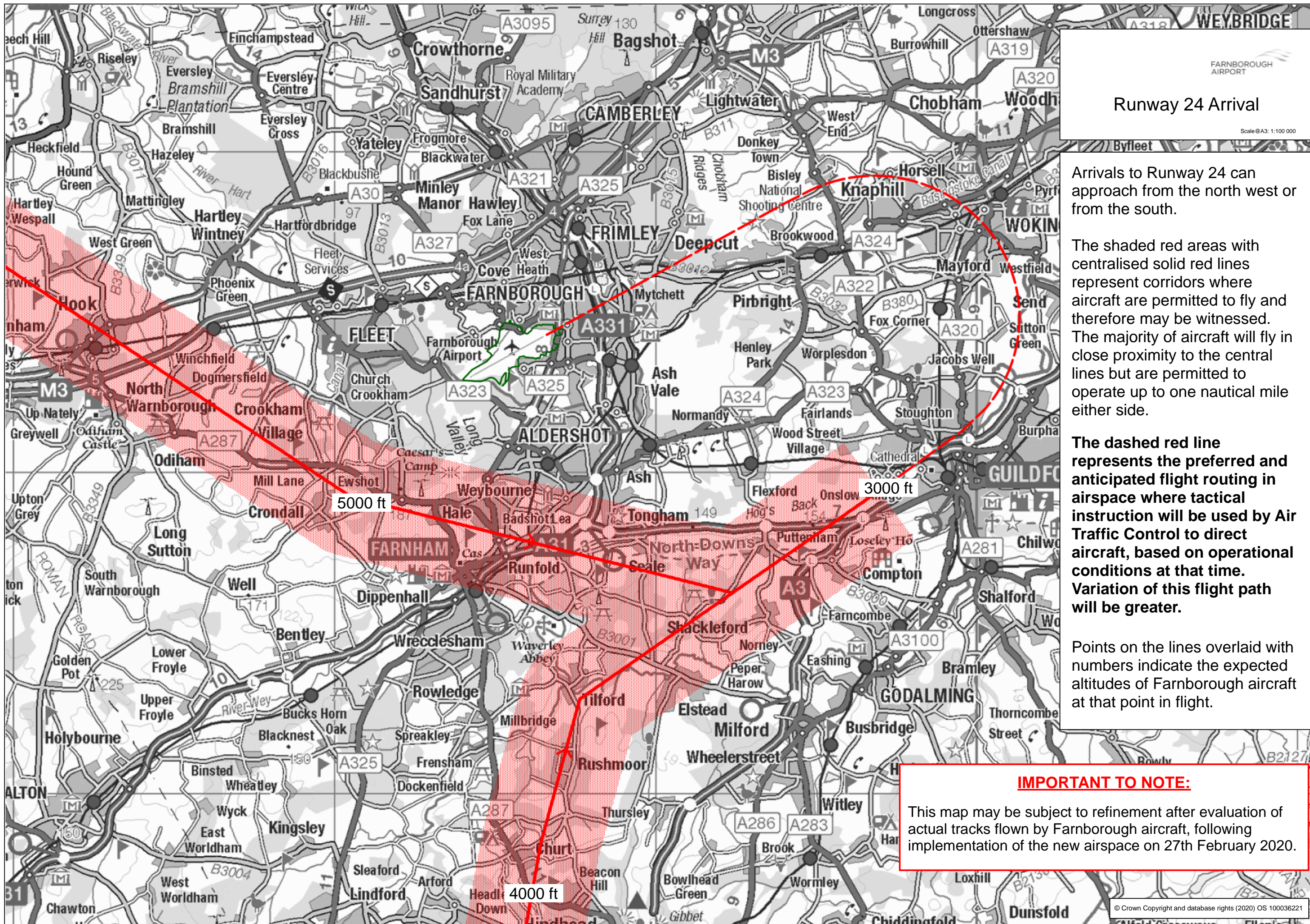
The shaded blue area with a centralised blue line represents the corridor where aircraft are permitted to fly and therefore may be witnessed. The majority of aircraft will fly in close proximity to the central line but are permitted to operate up to one nautical mile either side.

Points on the line overlaid with numbers indicate the expected altitudes of Farnborough aircraft at that point in flight.

### **IMPORTANT TO NOTE:**

This map may be subject to refinement after evaluation of actual tracks flown by Farnborough aircraft, following implementation of the new airspace on 27th February 2020.





FARNBOROUGH AIRPORT

# Runway 24 Arrival

Scale @ A3: 1:100 000

Arrivals to Runway 24 can approach from the north west or from the south.

The shaded red areas with centralised solid red lines represent corridors where aircraft are permitted to fly and therefore may be witnessed. The majority of aircraft will fly in close proximity to the central lines but are permitted to operate up to one nautical mile either side.

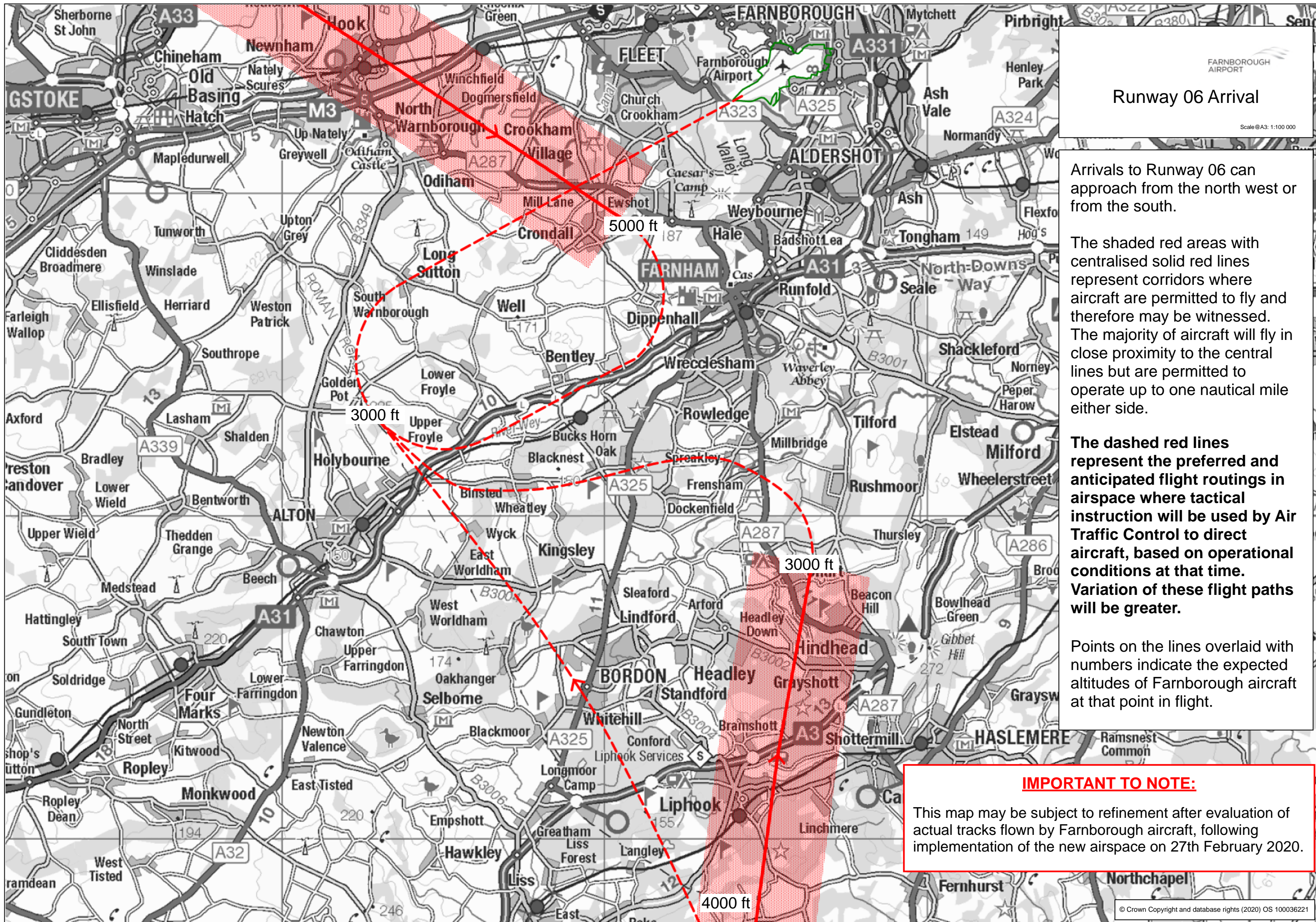
The dashed red line represents the preferred and anticipated flight routing in airspace where tactical instruction will be used by Air Traffic Control to direct aircraft, based on operational conditions at that time. Variation of this flight path will be greater.

Points on the lines overlaid with numbers indicate the expected altitudes of Farnborough aircraft at that point in flight.

**IMPORTANT TO NOTE:**

This map may be subject to refinement after evaluation of actual tracks flown by Farnborough aircraft, following implementation of the new airspace on 27th February 2020.





## Runway 06 Arrival

Scale@A3: 1:100 000

Arrivals to Runway 06 can approach from the north west or from the south.

The shaded red areas with centralised solid red lines represent corridors where aircraft are permitted to fly and therefore may be witnessed. The majority of aircraft will fly in close proximity to the central lines but are permitted to operate up to one nautical mile either side.

**The dashed red lines represent the preferred and anticipated flight routings in airspace where tactical instruction will be used by Air Traffic Control to direct aircraft, based on operational conditions at that time. Variation of these flight paths will be greater.**

Points on the lines overlaid with numbers indicate the expected altitudes of Farnborough aircraft at that point in flight.

### **IMPORTANT TO NOTE:**

This map may be subject to refinement after evaluation of actual tracks flown by Farnborough aircraft, following implementation of the new airspace on 27th February 2020.



## **Appendix 2a: stakeholder list for distribution of airspace change consultation materials**

### **Parliamentary Constituencies**

Aldershot  
Arundel and South Downs  
Basingstoke  
Bognor Regis and Littlehampton  
Bournemouth East  
Bournemouth West  
Bracknell  
Brighton, Kempdown  
Brighton, Pavilion  
Chichester  
Christchurch  
Dorset County  
East Hampshire  
East Worthing and Shoreham  
Eastleigh  
Esher and Walton  
Fareham  
Gosport  
Guildford  
Hampshire County  
Havant  
Horsham  
Hove  
Isle of Wight  
Meon Valley  
Mid Dorset and North Poole  
Mole Valley  
New Forest East  
New Forest West

Newbury  
North Dorset  
North East Hampshire  
North West Hampshire  
Poole  
Portsmouth North  
Portsmouth South  
Reading West  
Romsey and Southampton North  
Runnymede and Weybridge  
South Dorset  
South West Surrey  
Southampton, Itchen  
Southampton, Test  
Surrey County  
Surrey Heath  
West Sussex County  
Winchester  
Windsor  
Woking  
Wokingham  
Worthing West

### **County Councils**

Dorset  
Hampshire  
Surrey  
West Sussex

### **Borough Councils & Unitary Authorities**

Adur  
Arun  
Basingstoke and Deane

Bournemouth  
Bracknell Forest  
Chichester  
City of Brighton and Hove  
City of Portsmouth  
City of Southampton  
East Dorset  
East Hampshire  
Eastleigh  
Elmbridge  
Fareham  
Gosport  
Guildford  
Hart  
Havant  
Horsham  
Isle of Wight  
Mid Sussex  
Mole Valley  
New Forest  
Poole  
Reading  
Runnymede  
Rushmoor  
Surrey Heath  
Test Valley  
Waverley  
West Berkshire  
Winchester  
Windsor and Maidenhead  
Woking  
Wokingham  
Worthing

## Appendix 2b: locations of airspace change public consultation events in 2014

Consultation materials were issued to local authorities with the offer of providing a public consultation event as required. The table below details the events that took place.

Location	Date of 2014 consultation event
Fleet Town Council	February 5 <sup>th</sup>
Crondall Parish Council	March 10 <sup>th</sup>
Farnham Town Council	March 13 <sup>th</sup>
Ropley	April 1 <sup>st</sup>
Church Crookham	April 3 <sup>rd</sup>
Ewshot	April 16 <sup>th</sup>
Upper Hale	April 23 <sup>rd</sup>