



# *Farnborough Airport*

Airspace Consultation Feedback Report  
**Part A (Full Version)**  
Analysis & Summary of Responses



## Feedback Report Part A (Full Version)

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## Executive Summary

TAG Farnborough Airport wishes to thank all individuals and organisations who responded to the recent consultation on airspace changes.

The consultation process relies on the acquisition of views, suggestions and comments about the potential impact of proposed changes. We are encouraged by the quantity, quality and breadth of responses to the consultation.

The consultation was conducted under the CAA's CAP725 Airspace Change Process and presented a number of proposed changes to airspace, procedures and aircraft routings in relation to TAG Farnborough Airport. The proposed changes were developed to:

1. Improve the overall efficiency of the airspace
2. Increase safety
3. Reduce environmental impact

The consultation generated **13,177** comments from **2,669** stakeholders.

In addition, **711** documents were submitted in support of responses.

This document, Feedback Report Part A (Full Version), summarises the feedback acquired during the consultation period. It provides an analysis of the results of the multiple choice questions for each part of the consultation material, corresponding to three geographical regions and one part for aviation specialists. It also analyses the comments supplied via the website, post, or other methods, including uploaded files.

### What does the initial analysis show?

In broad terms, the areas of concern raised by the two core groups of stakeholders were as follows:

#### Aviation stakeholders

1. Access to the proposed airspace
2. Justification for the proposed changes
3. Safety issues caused by funnelling or compression of non-Farnborough aircraft around or beneath the proposed airspace

#### Other stakeholders

1. Environmental impact (primarily noise)
2. Justification for the proposed changes
3. Safety

In addition, aviation stakeholders provided useful information relating to very specific aspects of their operations and often supported those comments with suggestions and alternatives that would help to mitigate these impacts.

### **What happens next?**

An essential part of the consultation process is to take the areas of concern, the design ideas, and the alternatives proposed in the consultation responses, and then consider whether these can be incorporated into a refined airspace design.

This work is happening now.

It will enable us to refine the airspace design in order to alleviate the most commonly-reported impacts. This work will take some time as it will require continued analysis of the issues and points raised but also will require us to re-engage with some stakeholders in order to clarify and better understand the issues they raise.

The process of re-engagement with some stakeholders is a responsible and essential part of the CAA Airspace Change Process. We intend to ensure that the final airspace design presented to the CAA represents a fair and balanced proposal which has understood, examined and taken into account the views of all stakeholders.

This is a complex proposal and has generated a large number of responses, hence the time and amount of work required to consider those responses in the appropriate manner is considerable.

We thank you once again for your contribution.

A detailed analysis of how the final design is arrived at will be published in Feedback Report Part B and this is expected to be released in the first quarter of 2015.

The airspace change proposal submission to the CAA will follow the release of Feedback Report Part B.

## 1. Consultation introduction and general information

- 1.1. This consultation launched Monday 3<sup>rd</sup> February, and closed Monday 12<sup>th</sup> May 2014, a period of fourteen weeks.
- 1.2. This report assumes familiarity with the consultation material, which is still available at **[www.Consultation.TAGFarnboroughAirport.com](http://www.Consultation.TAGFarnboroughAirport.com)**. To briefly recap:
  - a. The consultation material was divided into six Parts, designated A to F.
  - b. Part A introduced the consultation and associated processes, including an overview of air traffic control at TAG Farnborough Airport. Part F contained appendices.
  - c. Parts B, C and D covered three geographically distinct regions. We asked questions about environmental impacts the proposed change might have on each region, and the balance of those impacts. These Parts were primarily aimed at environmental impacts for a non-aviation audience.
  - d. Part E was specifically aimed at those with an aviation interest, for example pilots, aerodrome operators and airspace users with a technical background. We asked questions about impacts the proposed change might have on the aviation community, and the balance of those impacts.
- 1.3. The consultation asked stakeholders to what extent they agreed or disagreed with a statement in a multiple-choice format, with the opportunity to supply supporting comments in adjacent text boxes. When a stakeholder submitted their response, an email acknowledgement (including a copy of that response) was automatically generated and sent to the email address supplied by that stakeholder.
- 1.4. The online form for each Part B, C, D and E had two additional facilities:
  - a. More supporting or amplifying text could be provided in a larger text box for general statements; and
  - b. Larger free-form responses such as documents or files could be uploaded and stored by the online form, for us to subsequently download and analyse.
- 1.5. The primary method of consultation was via the website set up for the purpose, however an address for postal responses was also supplied.
- 1.6. Some stakeholders chose to use alternative methods to submit their response, such as directly emailing individuals at TAG Farnborough Airport, or via the CAA or their MP. Stakeholders submitting responses via a third party were reliant on that third party to notify us, and to pass that feedback on to us. We have collated and analysed these responses where we were notified within the consultation period.
- 1.7. All responses received in the consultation period (from all sources) have been collated and analysed, however due to a technical fault with the website a number of responses did not reach us.

## The technical fault

- 1.8. A technical fault with the online form hosted by the website occurred on Friday 11<sup>th</sup> April. Full service was restored on Wednesday 16<sup>th</sup> April and the online form subsequently operated correctly until consultation closed.
- 1.9. Responses submitted in this five day period failed to record.
- 1.10. The CAA was notified and advice sought. It was agreed that announcing an extension of nine days would mitigate the effect of this fault. This announcement:
  - a. allowed more time for those directly affected to resubmit their original lost response;
  - b. allowed more time for other stakeholders to submit a new response, who might otherwise not; and
  - c. created publicity, thus highlighting the consultation itself leading to a greater likelihood of a resubmission or of acquiring more responses.
- 1.11. A subsequent investigation by the website designers concluded that 127 attempted submissions were likely to have failed.
- 1.12. At least thirteen stakeholders successfully resubmitted their response. This is known because some of the comments state they were resubmissions by those affected. Therefore the maximum number of failed submissions can be assumed to be 127 minus 13, i.e. 114.
- 1.13. We believe the actual missing number to be smaller than 114 because resubmissions cannot be accurately identified unless the stakeholder specifically says so. Technical efforts were made to reconcile the recorded IP addresses of the lost submissions with subsequent submissions. This analysis did indicate a number of matches. However, IP matching is not sufficiently robust to say definitively that they indicate a resubmission by particular individuals or organisations.
- 1.14. Given the publicity generated in relation to the technical failure by both ourselves and many stakeholder organisations, we believe it is reasonable to assume that a number of lost submissions were subsequently re-submitted, but we have stated the worst-case of 114 here.
- 1.15. We informed the CAA as soon as we became aware of the fault, we proposed remedial action, executed that remedial action and prevented recurrence of the failure. These actions were performed with the full awareness of both the CAA Regulatory Case Officer and the CAA Consultation Coordinator.
- 1.16. Therefore, even though there was a technical fault, we have complied with the consultation process under CAA guidance. Consultation is about attaining or confirming views and opinions about the impact of a particular proposal<sup>1</sup>. In total over 13,000 comments were received, which provided a

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<sup>1</sup> Paraphrased from CAP725 Stage 3 Page 7 Paragraph 14.

wealth of useful data about these impacts, and will be used to influence the final proposal design.

## Confirmation emails not received by stakeholders outside the failure period

- 1.17. The online form functioned correctly before and after the failure period. This was double-checked and confirmed by the website hosting company, which subsequently made additional daily checks.
- 1.18. Some stakeholders made duplicate responses, including comments that they failed to receive confirmation emails (outside the failure period).
- 1.19. During the analysis of responses, it was clear that some email addresses entered by the stakeholder contained typographical errors. For example, the misspelling of domain names such as 'gmail', 'hotmail', 'yahoo' and others. Sometimes part of the email address syntax was missing or mistyped, such as the '@' symbol or the '.co.uk' element.
- 1.20. Occasionally it was noted by our analysts that an adjacent key on a QWERTY keyboard may have been accidentally struck, for example john.smitgh@email.address.
- 1.21. If a stakeholder made a submission but supplied an incorrect email address:
  - a. The submission was received by us (and was analysed)
  - b. The confirmation email was automatically sent to the non-existent or incorrect email address
  - c. The stakeholder would be unaware that their response has indeed been received, as they would not get a confirmation response to their intended email address
  - d. The stakeholder could interpret the lack of confirmation email as a failure of the online form, rather than the result of an incorrect address input
- 1.22. Whilst this situation is unfortunate, TAG Farnborough Airport cannot accept responsibility for errors made by the stakeholder when completing the online form. No attempt has been made to 'guess' what the correct email address(es) might be for these responses.

## Duplicate responses

- 1.23. The website did not restrict the number of times an individual stakeholder could respond to the consultation. Sometimes the same stakeholder supplied more than one response containing additional comments, or an uploaded file. Where that response was clearly identical or extremely similar (e.g. copy/paste between text boxes, or where uploaded document/s contained the same text as comments submitted by the same stakeholder via other means), the duplicate flagged response was removed from the analysis.

- 1.24. Where an additional response was submitted by the same stakeholder, but the text was not identical or not similar, it was analysed as a separate response and was not classed as a duplicate.
- 1.25. Where it was noticed that a stakeholder supplied an identical or extremely similar response to another stakeholder, it was analysed as a separate response and was not classed as a duplicate.

## Corrigenda

- 1.26. Two typographical errors were found in the consultation material during the consultation period. Each error resulted in the described impact being under-stated for two very localised geographical areas, one in Part B, one in Part C.
- 1.27. Immediately these errors were discovered we notified the CAA and proposed remedial action. We notified all the original stakeholders identified from the consultation launch (as listed in Part F). We also specifically notified the one parish council that was affected. The consultation material was updated and a corrigenda notice placed on the website.
- 1.28. The CAA accepted our remedial action and was content that no further action was required to comply with CAP725 consultation process.

## Supplementary chart, and FAQs

- 1.29. During consultation, some responses suggested that some of the aviation VFR charts in Part E were complex to interpret.
- 1.30. In order to assist, we supplied an additional VFR chart with different boundary markings to offer an alternative view of the airspace volumes. Our intent was that the original charts and the supplementary chart could then be considered jointly. From these, an aviation stakeholder would find it easier to understand the potential impacts and to provide a response.
- 1.31. During consultation, the FAQs page was added to, from time to time. This page did not provide new information, it merely highlighted particular information already provided in the main consultation material. The CAA was aware of this supplementary information and supported its promulgation.



## 2. Summary overview of all comments received

- 2.1. The following charts show how all submitted comments, text and documents were collated and analysed into broad themes, then into more specific sub-themes.
- 2.2. It is important to understand the context for the theming process, as the chart headlines and legends have specific interpretations. See paragraphs 19.1 to 19.12 starting on page A122 for the full analysis method, themes, and how comments have been interpreted.
- 2.3. Analysis of the multiple choice responses are detailed in the stakeholder-group breakdowns later in this report. Greater detail on the theming of each stakeholder group is also shown.
- 2.4. **2,669 stakeholders** provided a combined total of **13,177 comments** that were themed. This includes analysis of **711** documents, letters and emails.

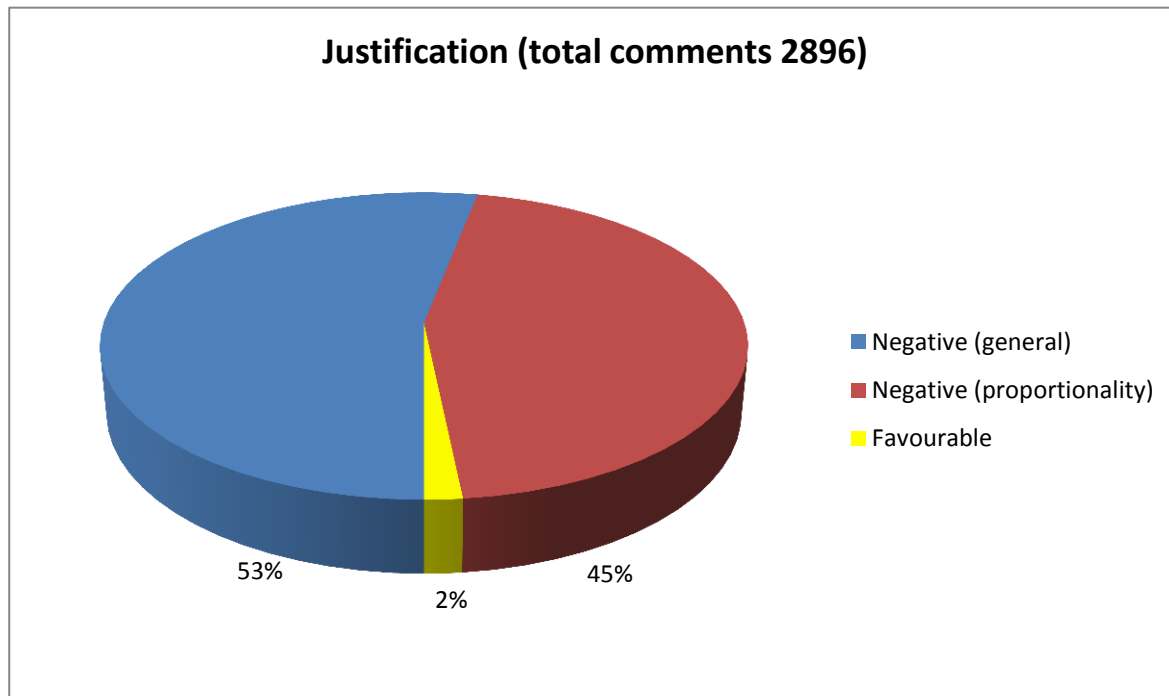


Figure 1 Summary overview - Justification theme

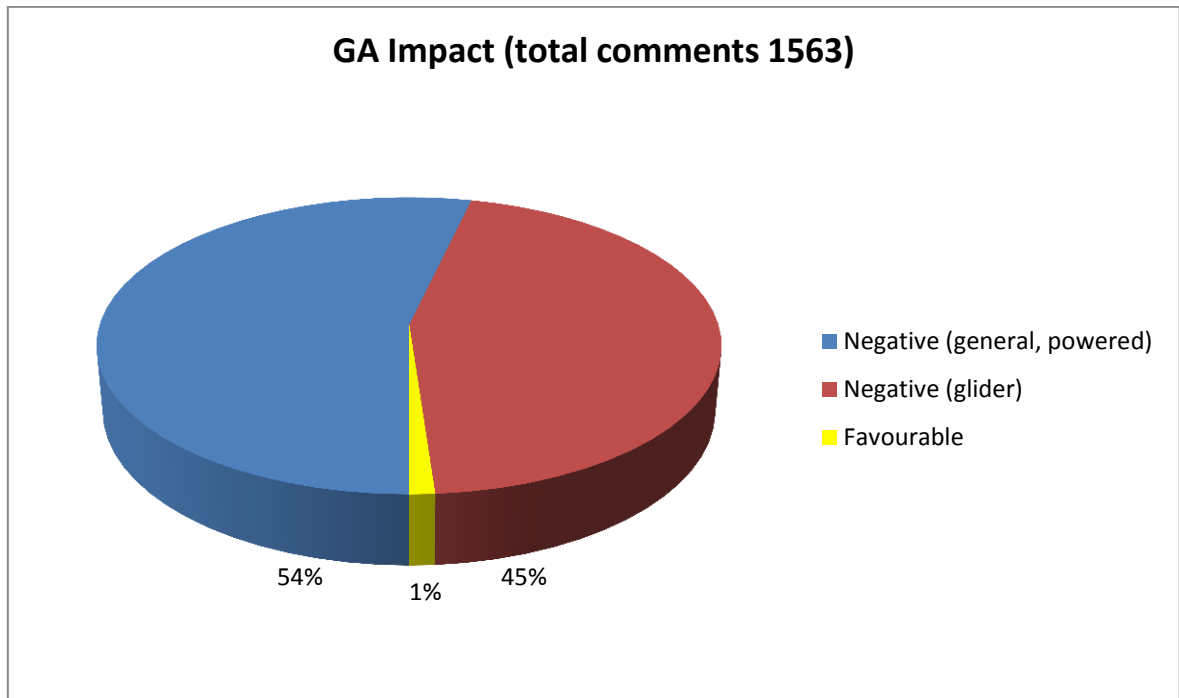


Figure 2 Summary Overview - GA Impact theme

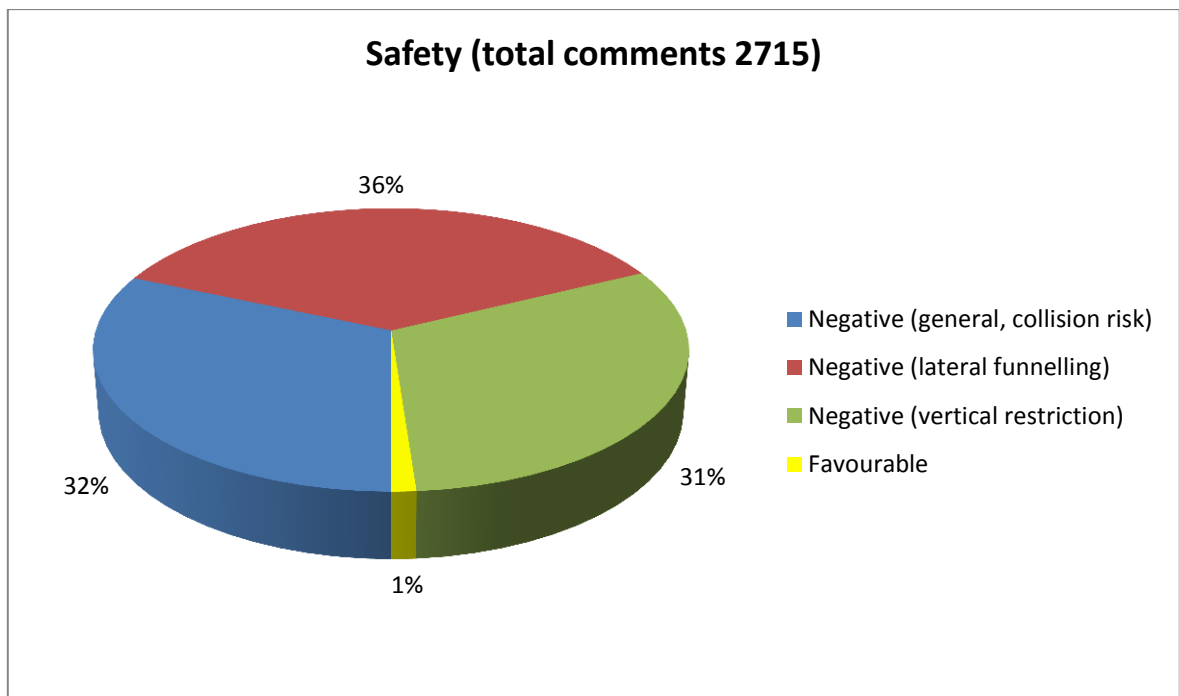


Figure 3 Summary overview - Safety theme

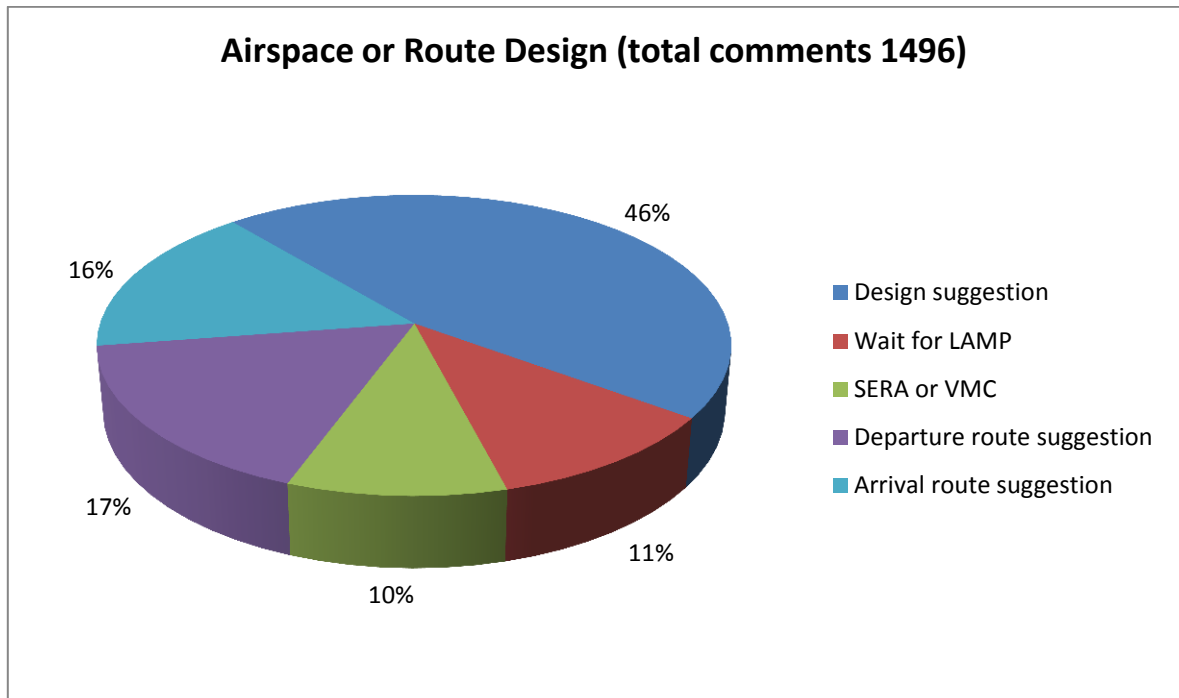


Figure 4 Summary overview - Airspace or Route Design theme

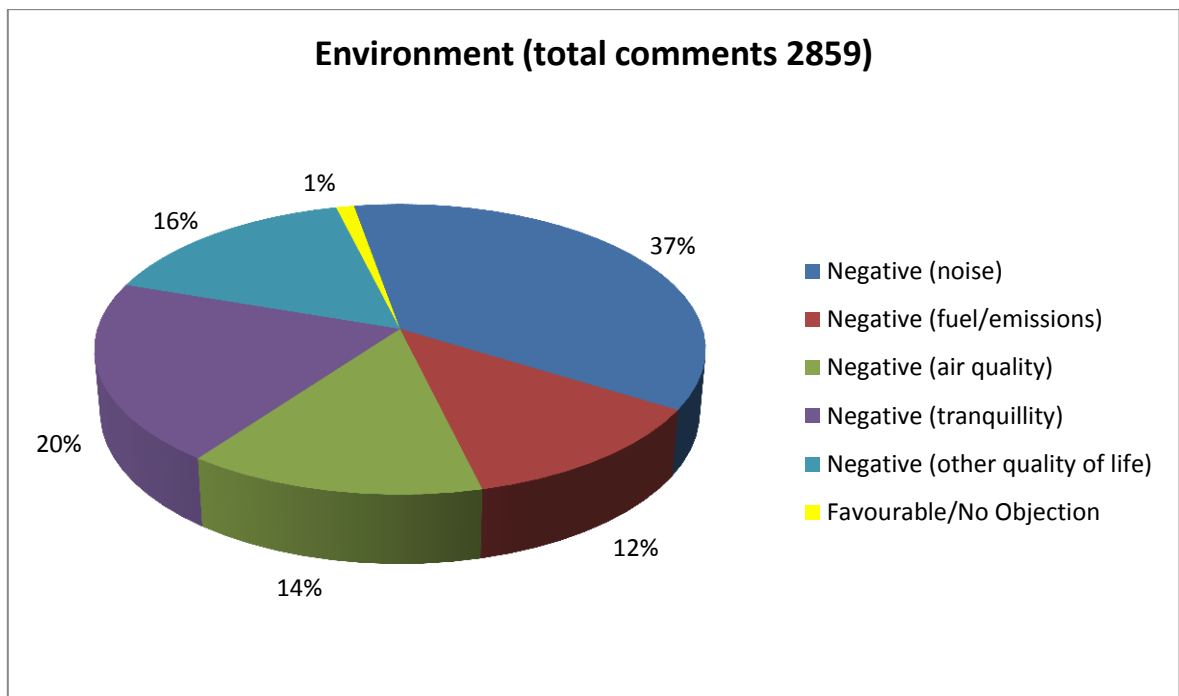


Figure 5 Summary overview - Environment theme

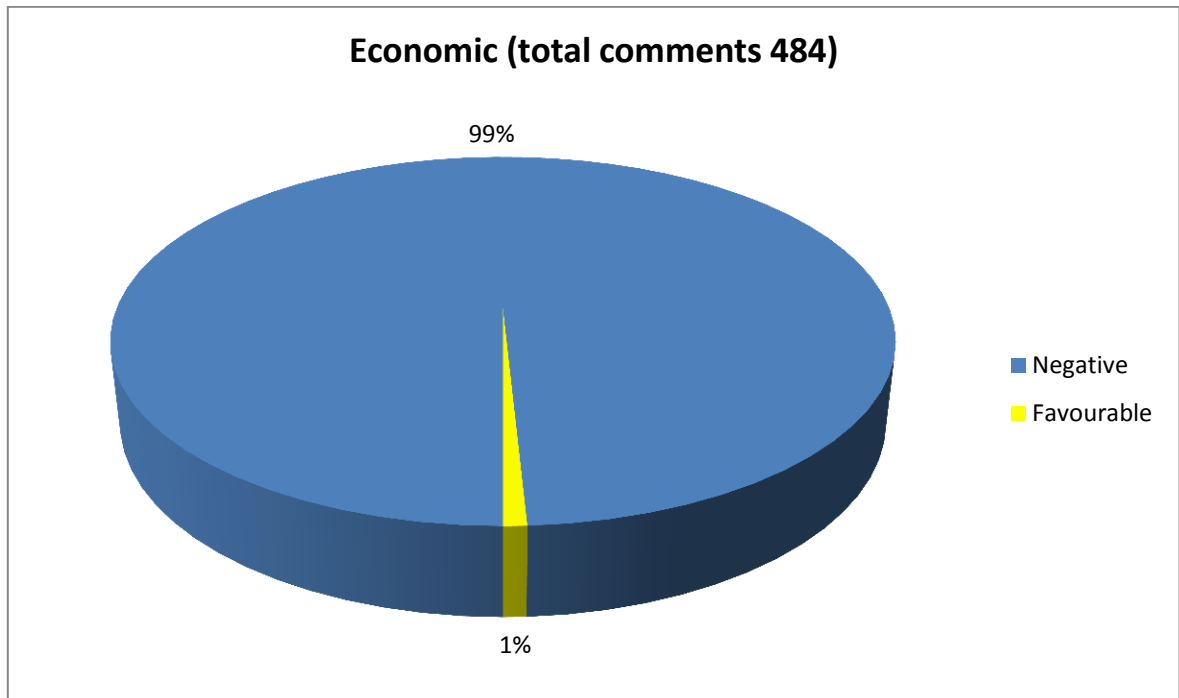


Figure 6 Summary overview - Economic theme

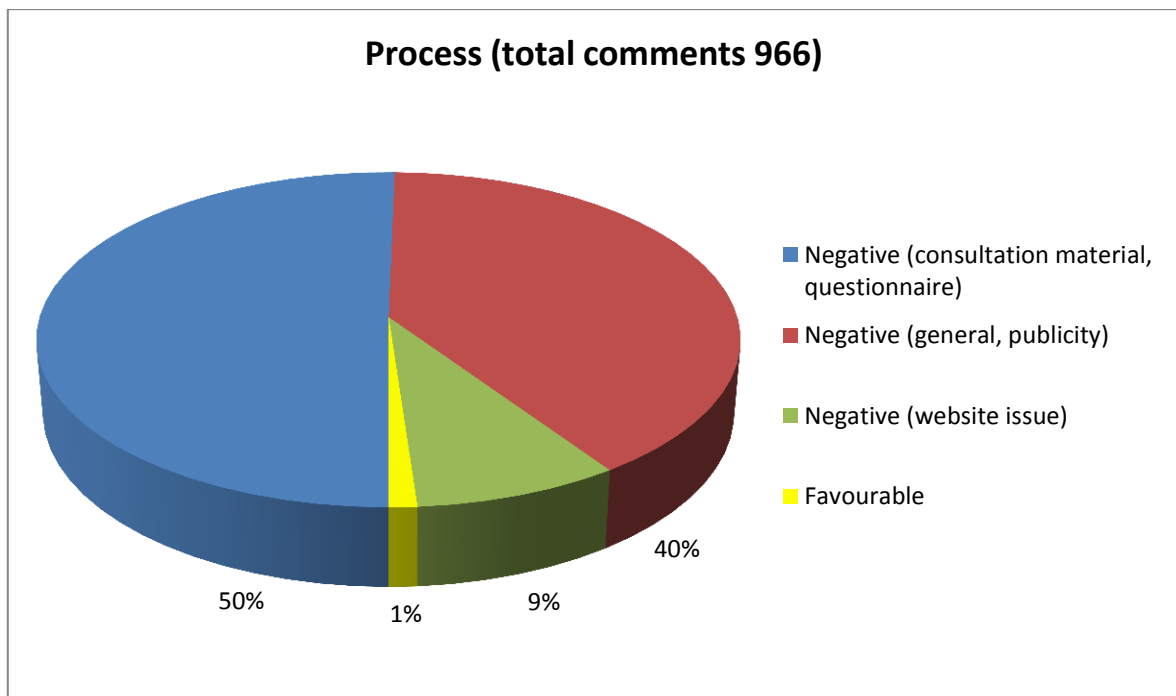


Figure 7 Summary overview - Process theme

### **3. Analysis of Part B of the consultation material: Proposed changes below 4,000ft**

- 3.1. This section provides analysis of feedback relevant to Part B of the consultation material. This includes responses to multiple-choice questions and themes extracted from supplied text, comments and documents associated with Part B.
- 3.2. See Sections 18 and 19 (starting on page A120 and A122 respectively) for the analysis method, definitions of usable response, themes, and what constitutes out-of-scope responses.
- 3.3. See Section 20 starting on page A128 for maps of postcode areas relevant to this analysis.

**Feedback relevant to Part B of the consultation material:  
Multiple-Choice**

**Question B1 - Routes and airspace structures**

This question is about *justification for change*.

In Section 3 we say that the more predictable aircraft flight-paths are, the more efficient their safe management can be.

This applies both to Farnborough flights within CAS, and to GA flights outside CAS.

This proposal is seeking to introduce new departure and arrival routes, and airspace structures to surround them, which would change some flight-paths below 4,000ft.

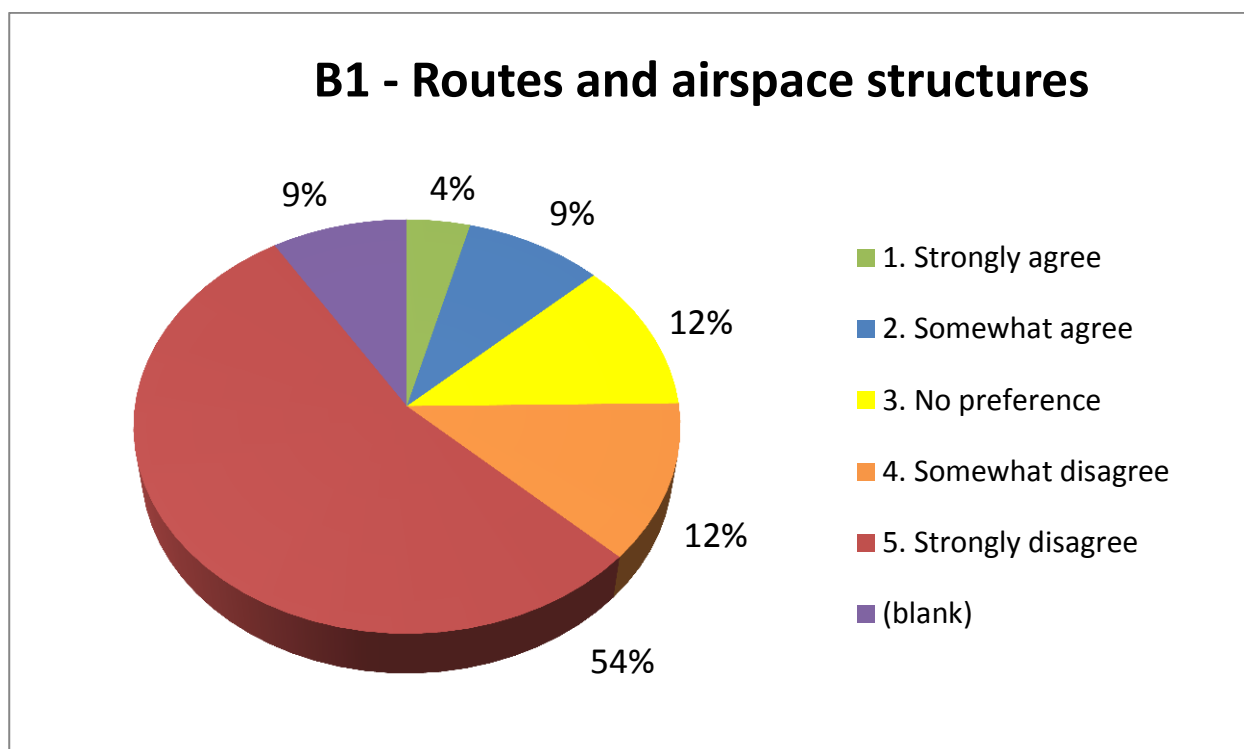
This would improve the consistency of aircraft flight-paths on those routes, using modern navigational capabilities. Consistent flight-paths would be predictable and more efficient to manage safely.

The use of CAS structures would help separate Farnborough aircraft from recreational and military flights that also operate in the area. This means that everything inside the structures would be known and predictable, which would also be more efficient to manage safely. GA users outside CAS would fly more predictable paths due to the presence of the CAS structures themselves, and could make requests to cross them, again using predictable paths.

**To what extent do you agree with our justification:**

Introducing new routes and airspace would make aircraft flight-paths more predictable. Making them more predictable makes them more efficient to manage safety.

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 8: Analysis of Question B1**

3.4. **1,437** stakeholders responded for Part B. The above chart shows how Question B1 was answered, including 127 'blank' responses where stakeholders answered (an)other question(s) in Part B but did not specifically answer this question.

**Question B2 - Balance between local noise impact and CO<sub>2</sub> emissions**

This question is about **balance**.

In Section 3 we say that the proposed flight-paths at low altitudes would reduce the net number of people over-flown by these flight-paths. This would help noise management, in line with Government guidance that we are required to consider, as discussed in Part A.

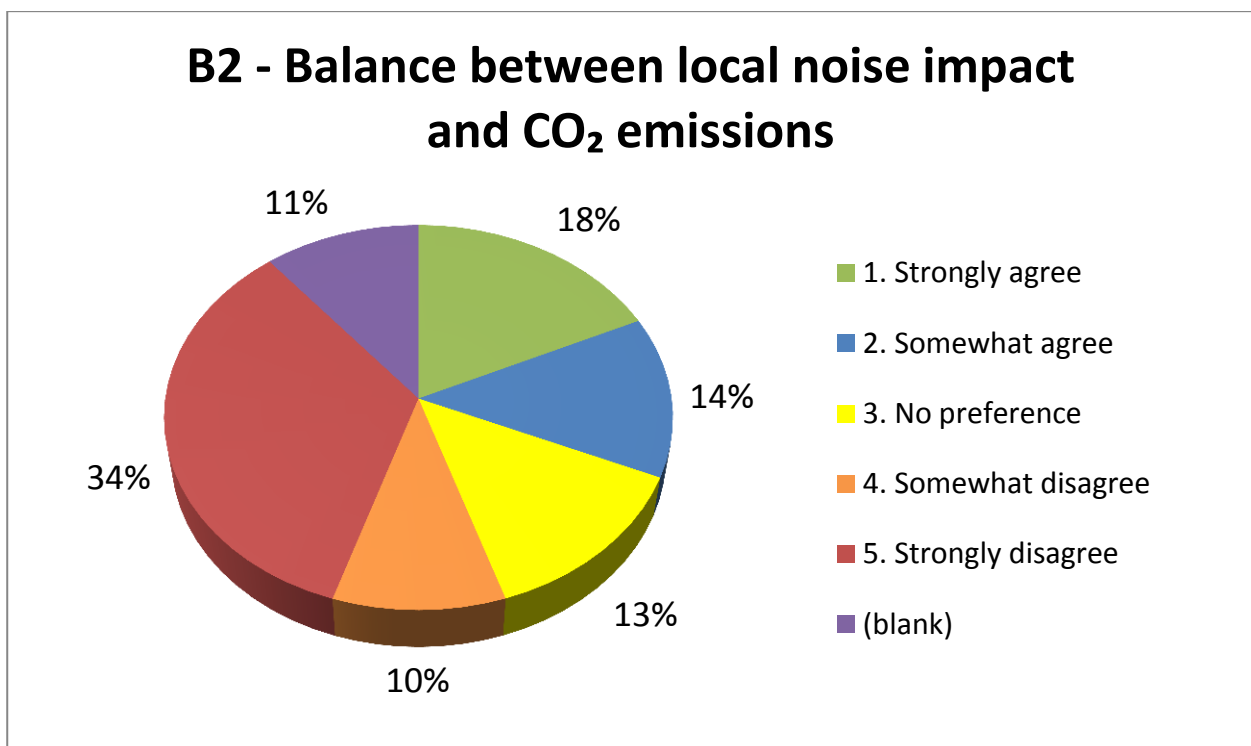
The consequence of following this guidance is that some routes are longer than today's typical flight-paths. This means that some aircraft need to use more fuel, leading to more CO<sub>2</sub> emissions.

It's not possible to reduce the noise impact and make all our aircraft fly shorter routes at the same time, so we prioritised reducing local noise impact at the expense of more fuel

**To what extent do you agree with our balance:**

Making our aircraft fly longer routes is justified, if it reduces the over-flight of populated areas at low altitudes

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 9: Analysis of Question B2**

- 3.5. **1,437** stakeholders responded for Part B. The above chart shows how Question B2 was answered, including 157 'blank' responses where stakeholders answered (an)other question(s) in Part B but did not specifically answer this question.

**Question B3 - Balance between affecting GA activities and CO<sub>2</sub> emissions**

This question is about **balance**.

In Section 3 above (and also in Part A) we say that we have designed routes to avoid areas of popular GA activity as much as possible.

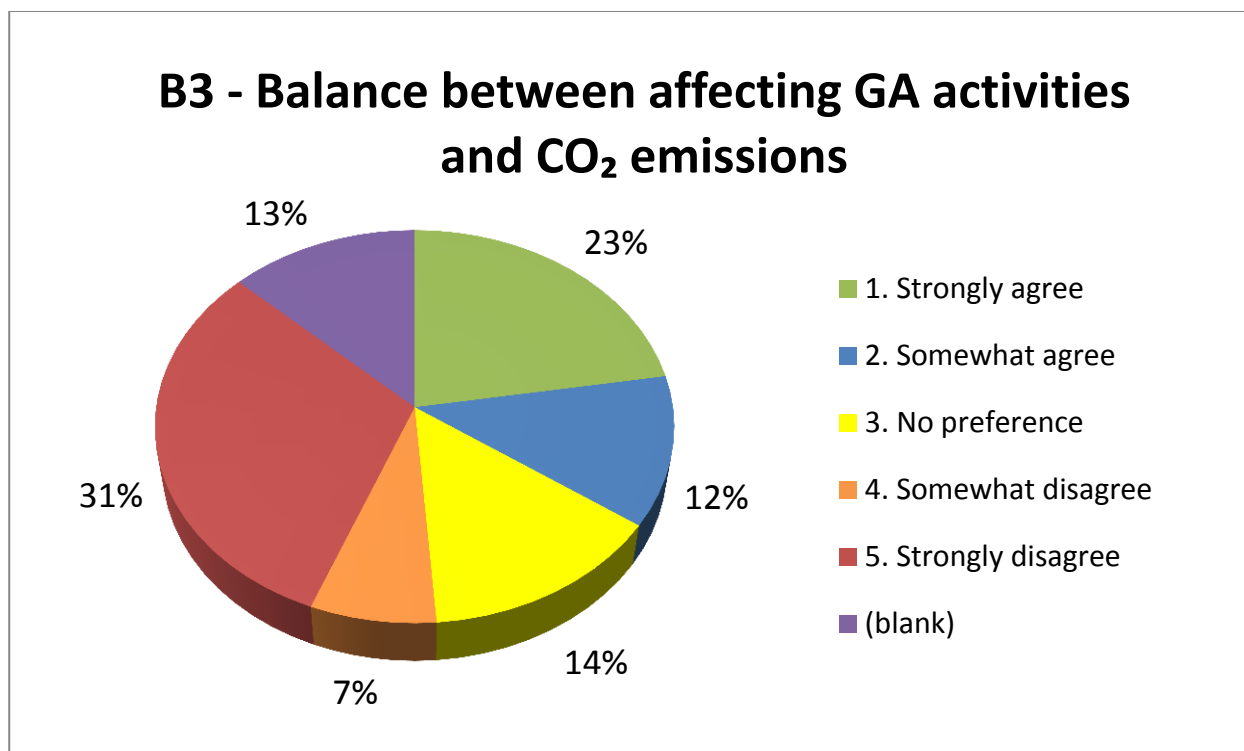
The consequence of this is that some routes are longer than today's typical flight-paths. This means that some aircraft need to use more fuel, leading to more CO<sub>2</sub> emissions.

It's not possible to avoid popular GA areas and make all our aircraft fly shorter routes at the same time, so we prioritised avoiding GA areas at the expense of more fuel.

**To what extent do you agree with our balance:**

Making our aircraft fly longer routes is justified, if it reduces the impact on GA activities at low altitudes

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 10: Analysis of Question B3**

3.6. **1,437** stakeholders responded for Part B. The above chart shows how Question B3 was answered, including 186 'blank' responses where stakeholders answered (an)other question(s) in Part B but did not specifically answer this question.



**Question B4 - Specific Locations**

This question is about *places* within the consultation swathes.

In Section 4 we asked you to consider your area(s) of interest using the maps, and compare the impact now with the impact under this proposal.

We want you to tell us about places within the blue consultation region that you think require special consideration in the ongoing design process.

Ideally, you would supply us with a postcode of the location. Otherwise, please use town or village names, the names of National Parks/AONBs, or other easily identifiable location. This means we can find the right place more easily

Tell us broadly what type of place this is by choosing the closest type from the online menu. Do you think these places would benefit from the proposed change, or not, and to what extent? Describe the characteristics of these places, stating whether they should be considered special due to concerns about noise impact, visual impact or other reason.

You can do this for as many locations as you wish. We have provided a template for you below. Choose the closest of most important option from those suggested, or add you own if none is suitable

Structuring your response like this will make it easier for us to analyse your feedback, which in turn makes it more effective on your behalf.

**Location** *Postcode, or name of easily identifiable place*

**What type of place is this?** *I consider this a...*

Populated residential area/Busy commercial area (town centre, retail park)/Industrial area (including military use)/Recreational area/Tranquil area/Sensitive area (eg hospital)/Village/Nature area/Tourist attraction/Transport link (railway, motorway, airport), Other (brief description)

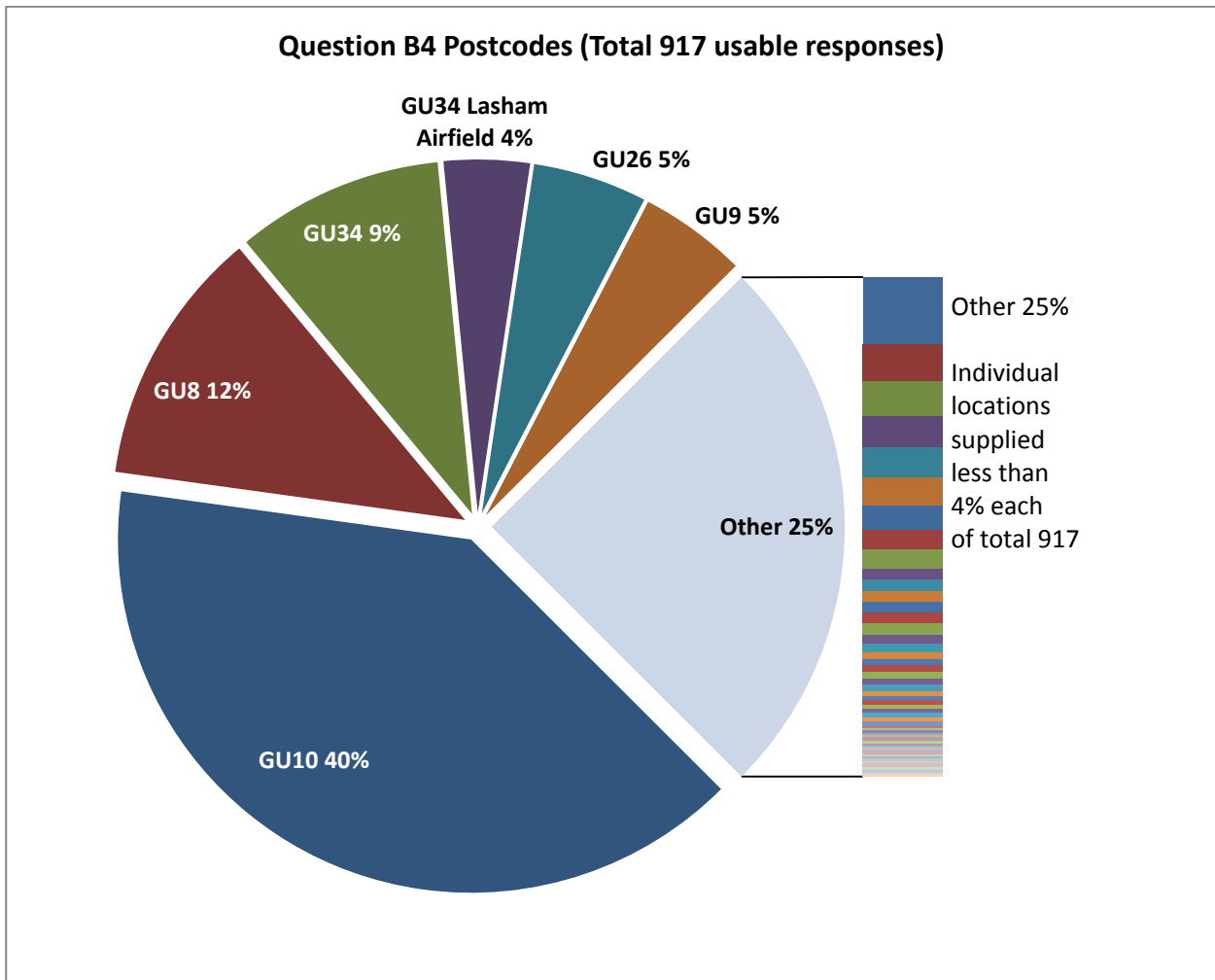
**What would the change in impact be,** on this place? *If the change occurred, this place would...*

Benefit significantly from the change/Benefit slightly/Probably not notice the change/Be slightly negatively impacted/Be very negatively impacted by the change

Why would the impact change on this place? If I was at this place ...

I would hear less aircraft noise/I would see few aircraft/It wouldn't make much difference to me/I would hear more aircraft noise/I would see more aircraft/Other (brief description)

Choose the most relevant, or most important item from the suggestions, or add your own if none are suitable



**Figure 11: Question B4 Specific Locations**

- 3.7. **917** usable responses were received for this particular question, distributed as per the chart above.
- 3.8. This chart excludes 520 responses where stakeholders answered (an)other question(s) in Part B but did not specifically answer this question, or where a supplied response was not usable and was subsequently removed from the analysis.
- 3.9. The most common postcodes supplied are analysed in greater detail below.
- 3.10. Responses describing Lasham Airfield are shown separately where it was identified, even though it comes under the wider postcode GU34. If you wish to consider the impact on that postcode as a whole, please add the data together.

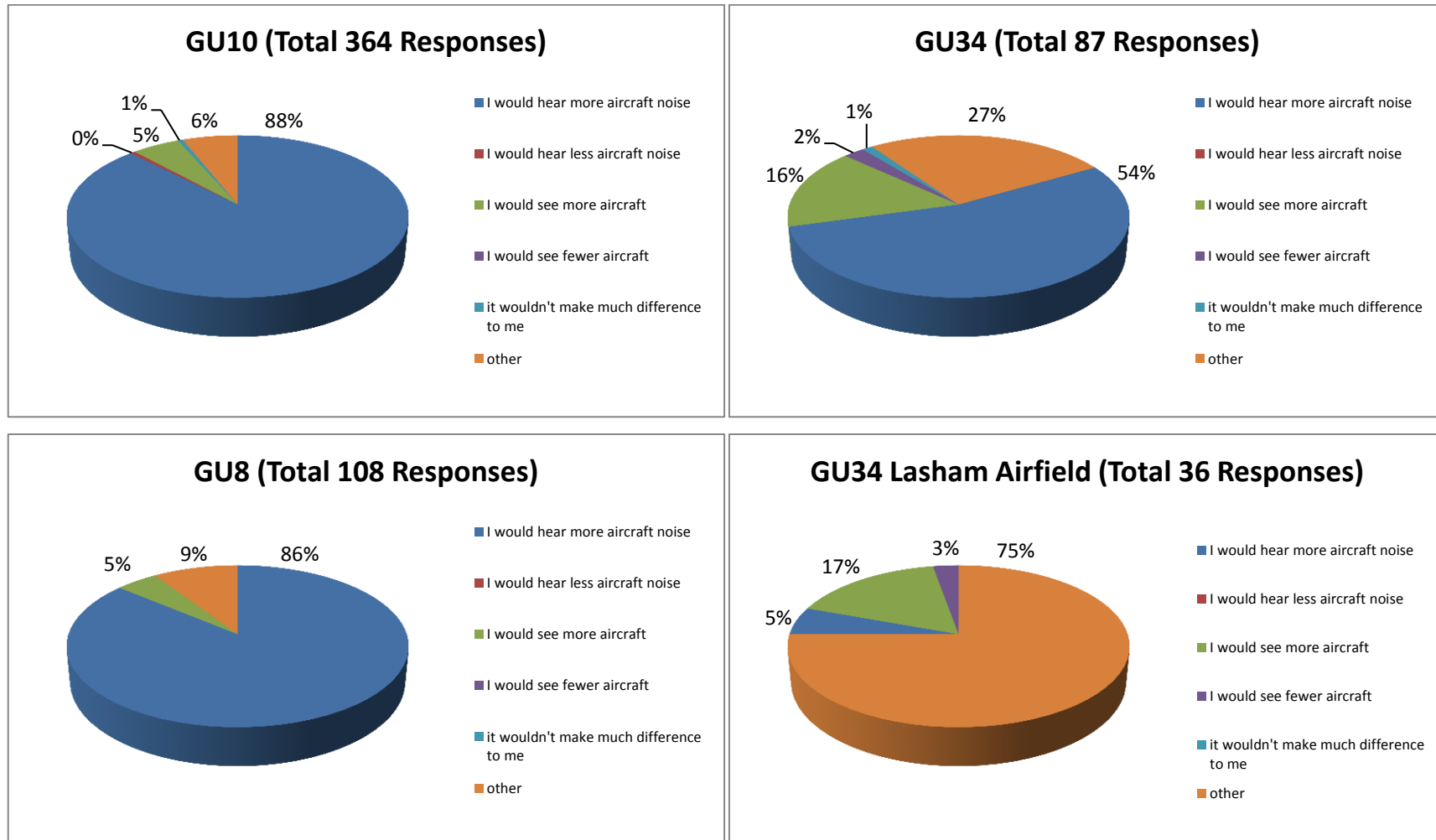


Figure 12 Question B4 Impacts described for postcodes GU10, GU8, GU34 and GU34 Lasham Airfield

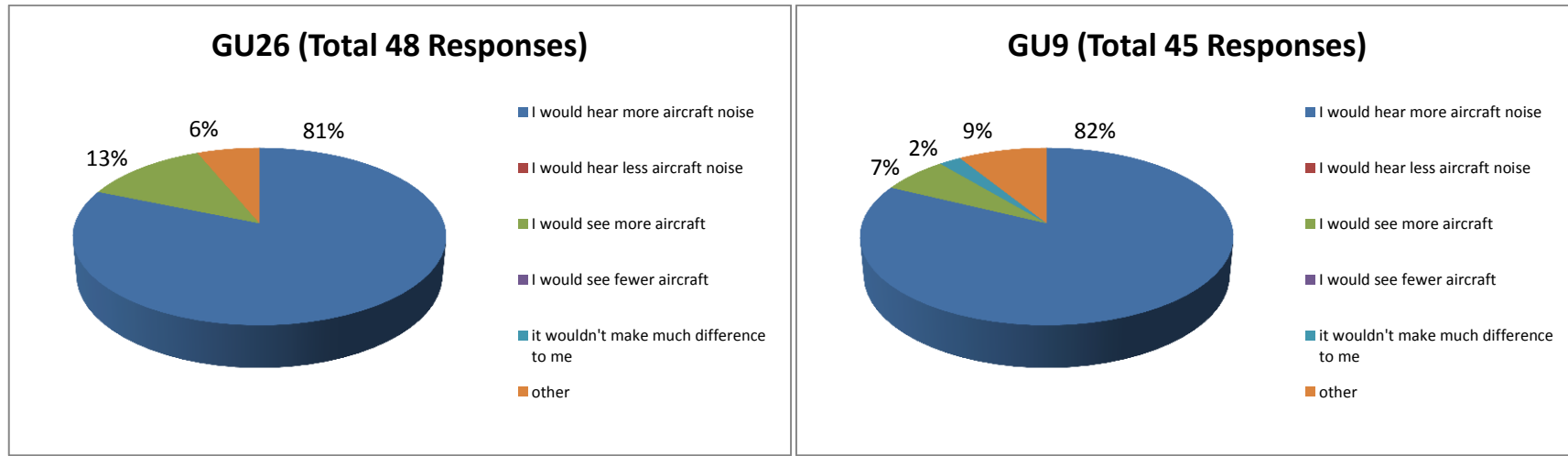


Figure 13 Question B4 Impacts described for postcodes GU26 and GU9

- 3.11. In all these postcode areas except Lasham Airfield (Figure 12), the most common impact described by stakeholders is 'I would hear more aircraft noise'. For Lasham Airfield, the most common impact is described as 'other'.
- 3.12. Stakeholders that cited 'other' did not always state their precise meaning in the associated text boxes. Investigation of other responses by the same stakeholder often concluded that their primary interest was aviation rather than environmental. The intent of this question was to gather information about potential environmental impacts on specific locations.
- 3.13. Where Lasham Airfield has been specifically identified as a location in this question, we believe it likely that most 'other' responses refer to aviation-related impacts. Analysis of Part E considers the impacts on aviation activities in more detail.

**Question B5 (a) - Northern Dashed Blue Area - GA impact in the vicinity**

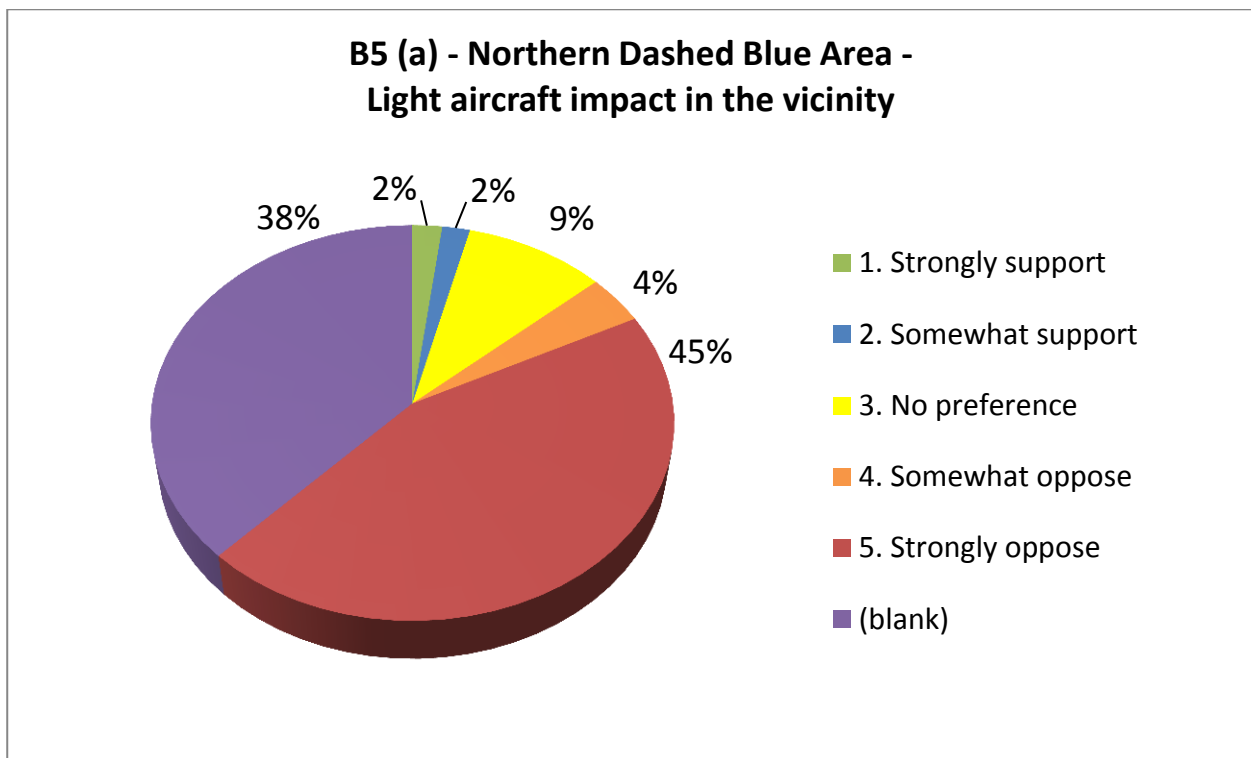
This question is about **justification** for change, and **impacts** within this area

In Section 5 we describe our proposal to improve the predictability and efficiency of airspace management for all airspace users. This would be due to the provision of greater access for light GA aircraft to fly inside the blue area

To what extent do you support or oppose this change, and why?

**Extent - How strongly do you support or oppose this change?**

1 Strongly support, 2 Somewhat support, 3 No preference, 4 Somewhat oppose, 5 Strongly oppose



**Figure 14 Analysis of Question B5 (a)**

3.14. **1,437** stakeholders responded for Part B. The above chart shows how Question B5 (a) was answered, including 544 'blank' responses where stakeholders answered (an)other question(s) in Part B but did not specifically answer this question.

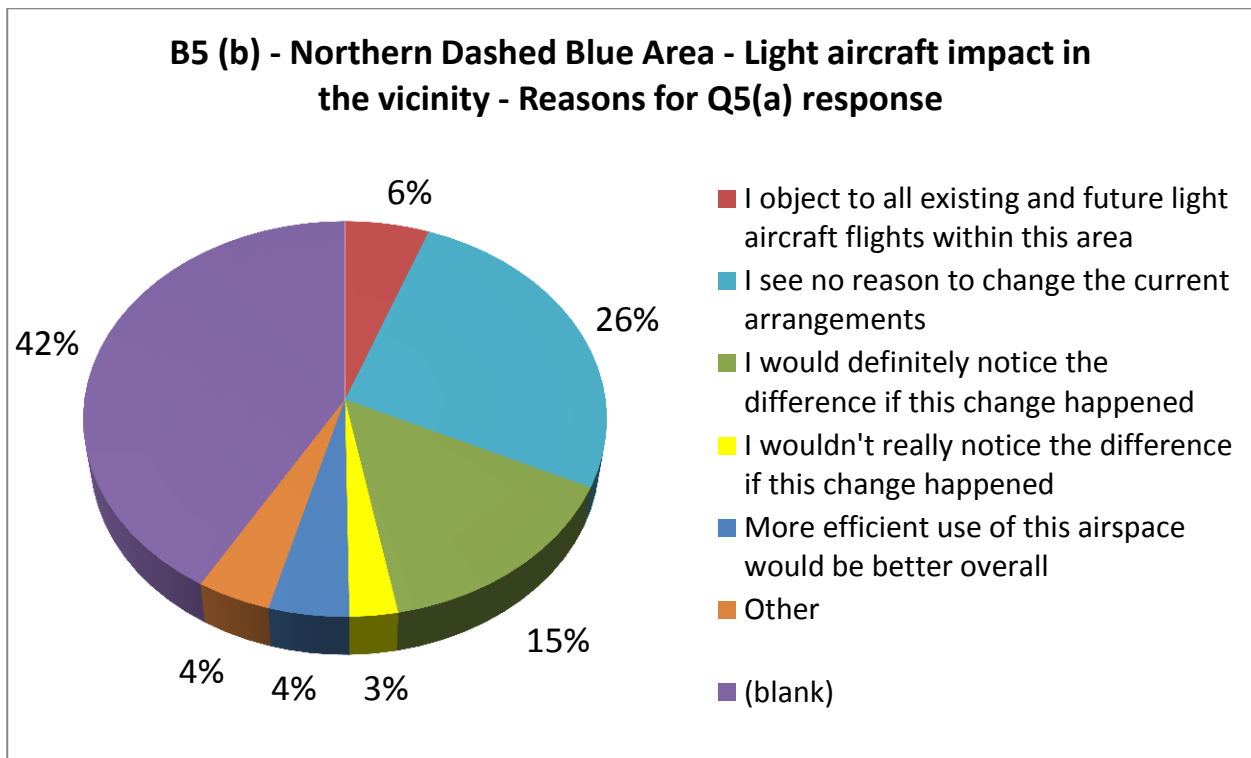
**Question B5 (b) - Northern Dashed Blue Area - GA impact in the vicinity**

**B5b - Reason for your answer**

*This airspace is already used by some light GA aircraft between 1,000ft and 2,000ft. It includes Fair Oaks traffic, and also helicopters serving central London.*

Choose the most relevant, or the most important, or supply your own reason

1 More efficient use of this airspace would be better overall, 2 I wouldn't really notice the difference, 3 I would definitely notice the difference, 4 I see no reason to change, 5 I object to all existing and future GA flights within this area, 6 Other (please add brief reason)



**Figure 15 Analysis of Question B5 (b)**

3.15. **1,437** stakeholders responded for Part B. The above chart shows how Question B5 (b) was answered, including 597 'blank' responses where stakeholders answered (an)other question(s) in Part B but did not specifically answer this question, possibly due to not living within the specified area.

**Question B6 – Western Dashed Blue Area – Departure Routes from RAF Odiham –  
Specific Locations**

This question is about *places* within the consultation swathes.

In Section 6 we gave you information to help you decide the current and proposed impacts this change might have, near these routes.

Consider your area(s) of interest using the maps, and compare the impact now with the impact under this proposal. We want you to tell us about places near these routes that you think require special consideration in the ongoing design process.

Ideally, you would supply us with a postcode of the location. Otherwise, please use town or village names, the names of National Parks/AONBs, or other easily identifiable location. This means we can find the right place more easily

Tell us broadly what type of place this is by choosing the closest type from the online menu. Do you think these places would benefit from the proposed change, or not, and to what extent? Describe the characteristics of these places, stating whether they should be considered special due to concerns about noise impact, visual impact or other reason.

You can do this for as many locations as you wish. We have provided a template for you below. Choose the closest of most important option from those suggested, or add you own if none is suitable. Structuring your response like this will make it easier for us to analyse your feedback, which in turn makes it more effective on your behalf.

**Location** *Postcode, or name of easily identifiable place*

**What type of place is this?** *I consider this a...*

Populated residential area/Busy commercial area (town centre, retail park)/Industrial area (including military use)/Recreational area/Tranquil area/Sensitive area (eg hospital)/Village/Nature area/Tourist attraction/Transport link (railway, motorway, airport), Other (brief description)

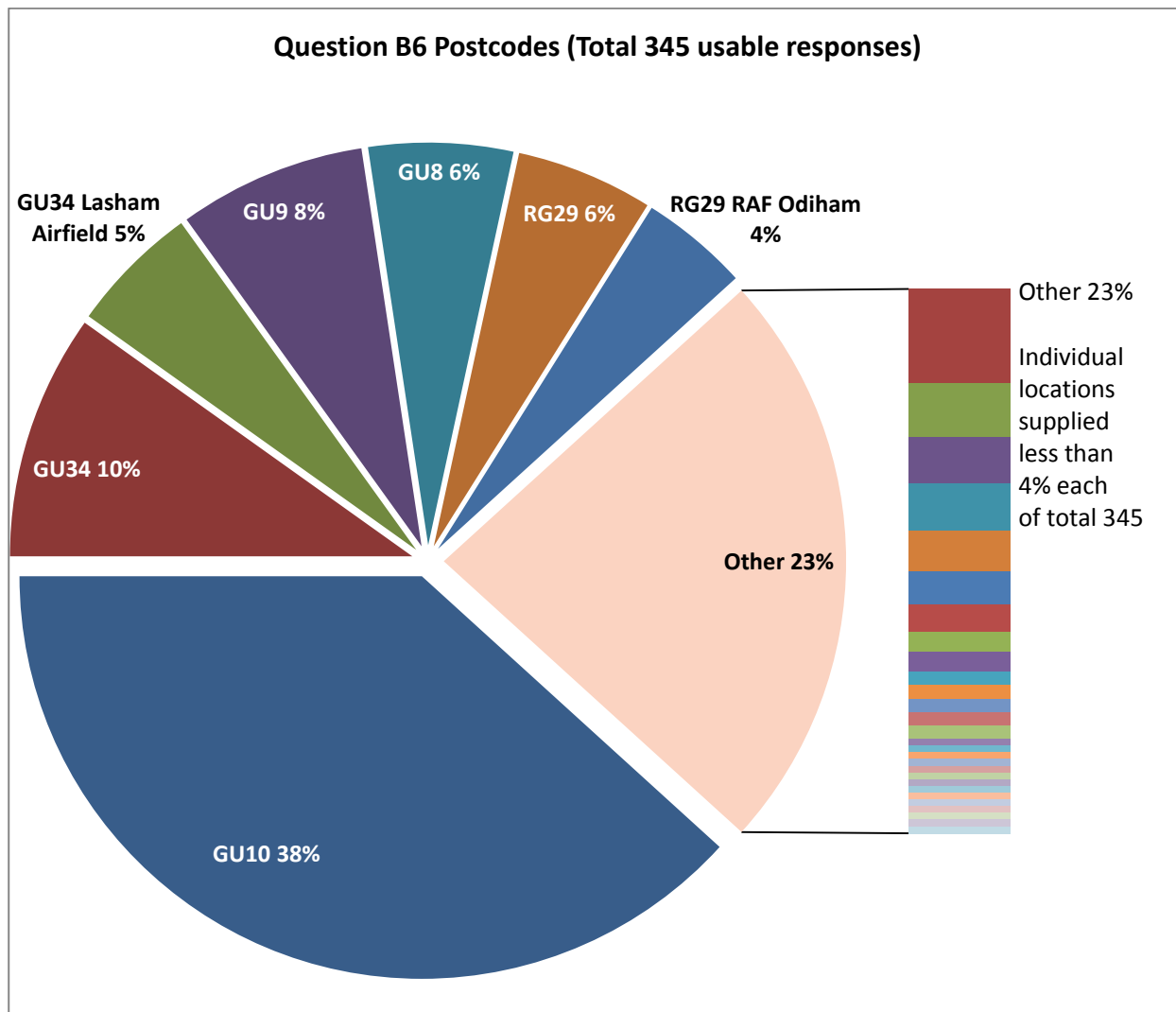
**What would the change in impact be,** *on this place? If the change occurred, this place would...*

Benefit significantly from the change/Benefit slightly/Probably not notice the change/Be slightly negatively impacted/Be very negatively impacted by the change

**Why would the impact change on this place?** *If I was at this place ...*

I would hear less aircraft noise/I would see few aircraft/It wouldn't make much difference to me/I would hear more aircraft noise/I would see more aircraft/Other (brief description)

Choose the most relevant, or most important item from the suggestions, or add your own if none are suitable.



**Figure 16: Question B6 Postcodes**

- 3.16. **345** usable responses were received for this particular question, distributed as per the chart above.
- 3.17. This chart excludes 1,092 responses where stakeholders answered (an)other question(s) in Part B but did not specifically answer this question, or where a supplied response was not usable and was subsequently removed from the analysis.
- 3.18. The most common postcodes supplied are analysed in greater detail below.
- 3.19. Responses describing Lasham Airfield and RAF Odiham are shown separately where they were identified, even though they come under the wider postcodes of GU34 and RG29 respectively. If you wish to consider the impact on either postcode as a whole, please add the associated data together.



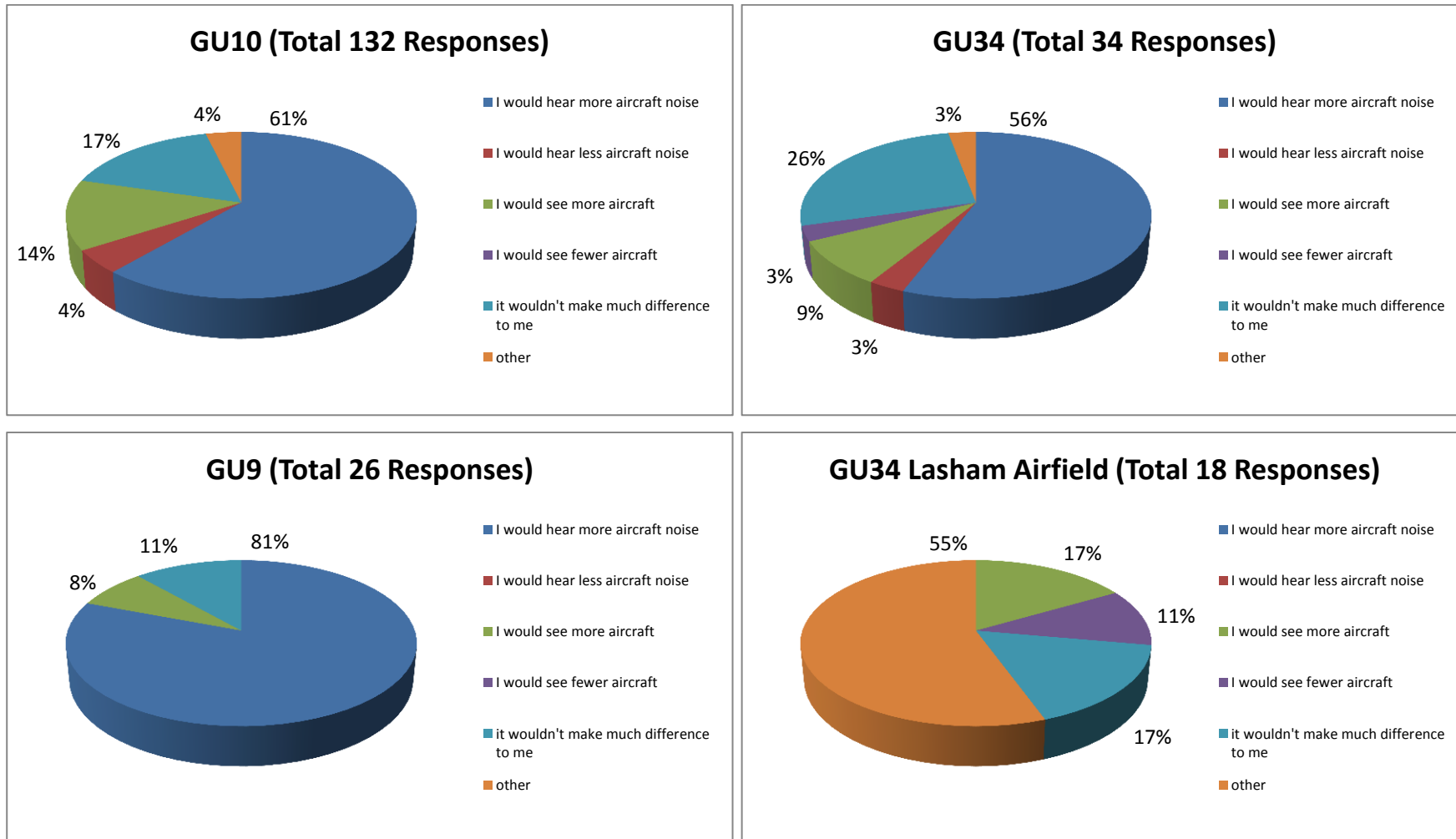


Figure 17 Question B6 Impacts described for postcodes GU10, GU9, GU34 and GU34 Lasham Airfield

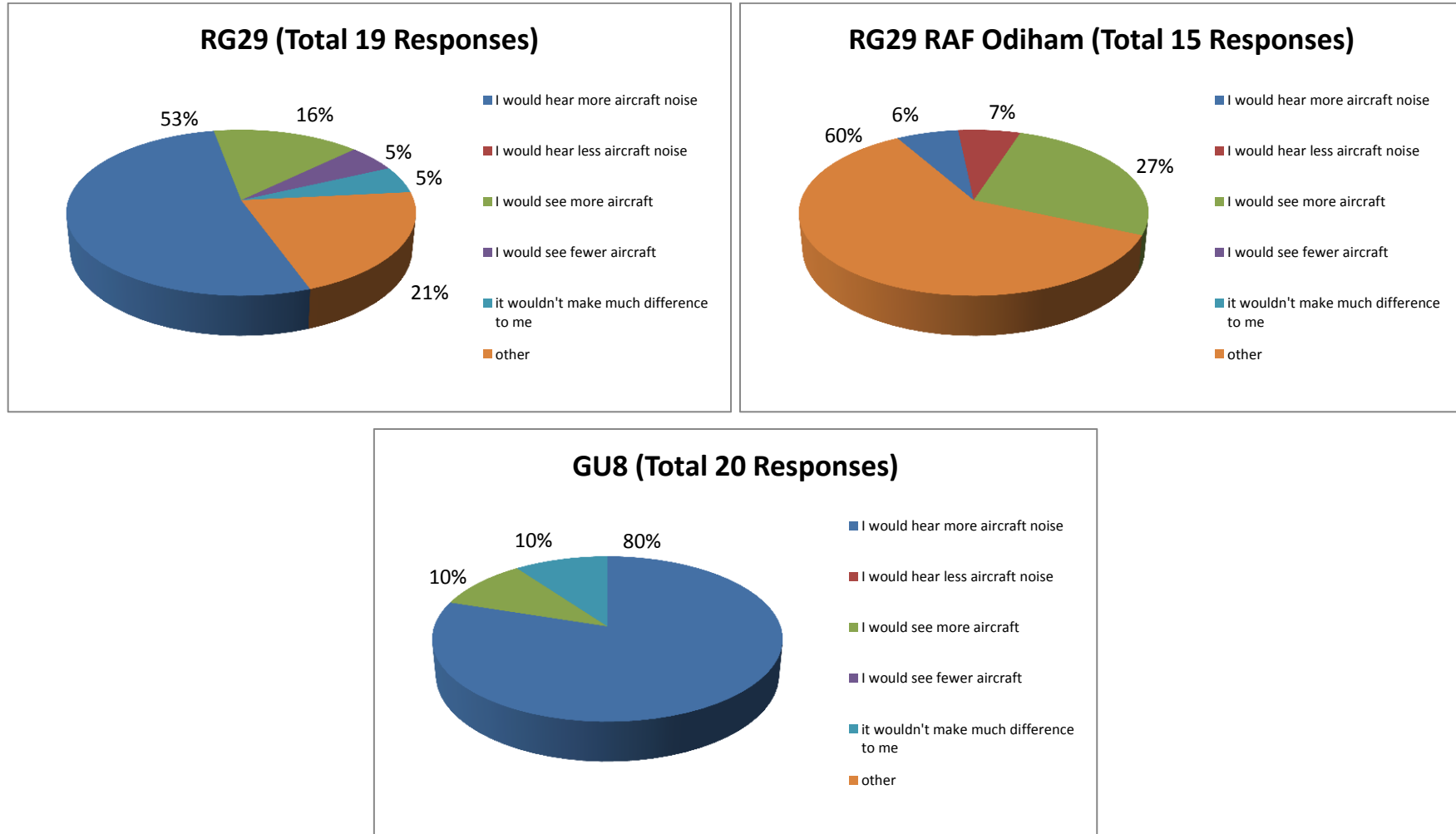


Figure 18 Question B6 Impacts described for postcodes RG29, RG29 RAF Odiham and GU8

- 3.20. In all these postcode areas except Lasham Airfield (Figure 17) and RAF Odiham (Figure 18), the most common impact described by stakeholders is 'I would hear more aircraft noise'. For Lasham Airfield and RAF Odiham, the most common impact is described as 'other'.
- 3.21. Stakeholders that cited 'other' did not always state their precise meaning in the associated text boxes. Investigation of other responses by the same stakeholder often concluded that their primary interest was aviation rather than environmental. The intent of this question was to gather information about potential environmental impacts on specific locations.
- 3.22. Where Lasham Airfield or RAF Odiham has been specifically identified as a location in this question, we believe it likely that most 'other' responses refer to aviation-related impacts. Analysis of Part E considers the impacts on aviation activities in more detail.

## **Feedback relevant to Part B of the consultation material: Written responses**

- 3.23. Written responses include comments submitted via text boxes on the website, and those from files or documents sent to us via the website upload facility.
- 3.24. See paragraphs 19.1 to 19.12 starting on page A122 for the analysis method, themes, and how comments have been interpreted, including the definition of 'out of scope'.
- 3.25. A total of 1,133 stakeholders provided a combined total of 6,038 comments that were themed for Part B. This includes analysis of 101 files or documents uploaded to the consultation website.
- 3.26. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 3.27. There were 68 comments themed as 'out of scope' in Part B.

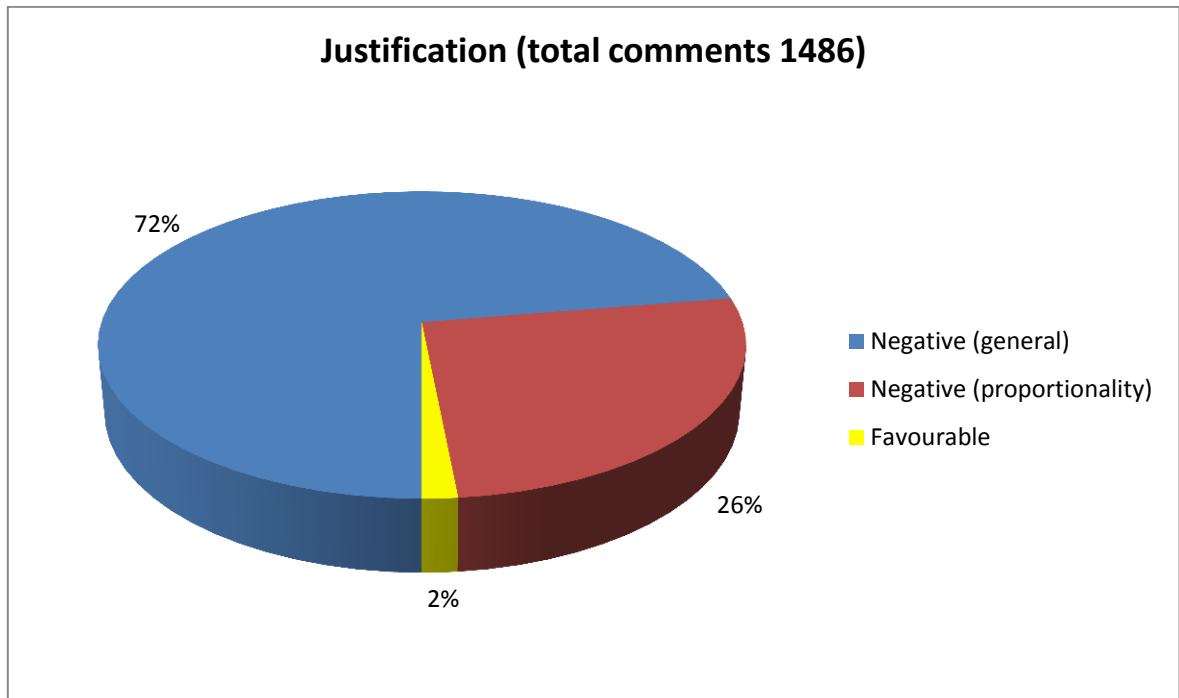


Figure 19 General nature of written responses to Part B with respect to Justification theme

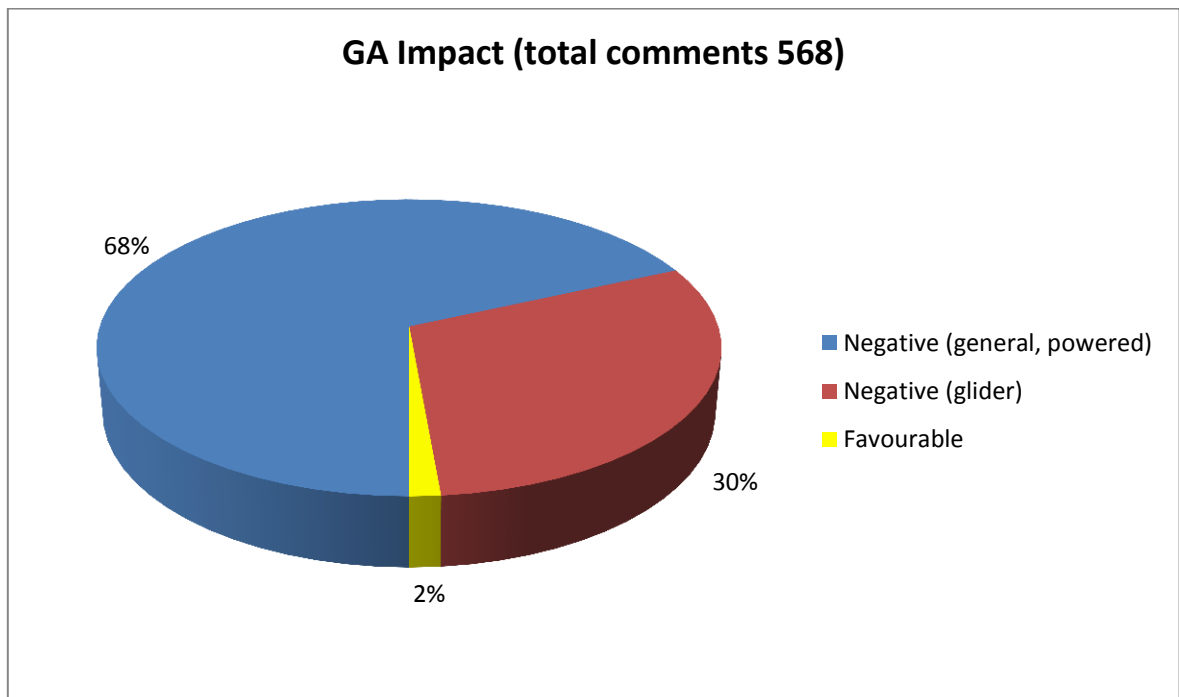


Figure 20 General nature of written responses to Part B with respect to GA Impact theme

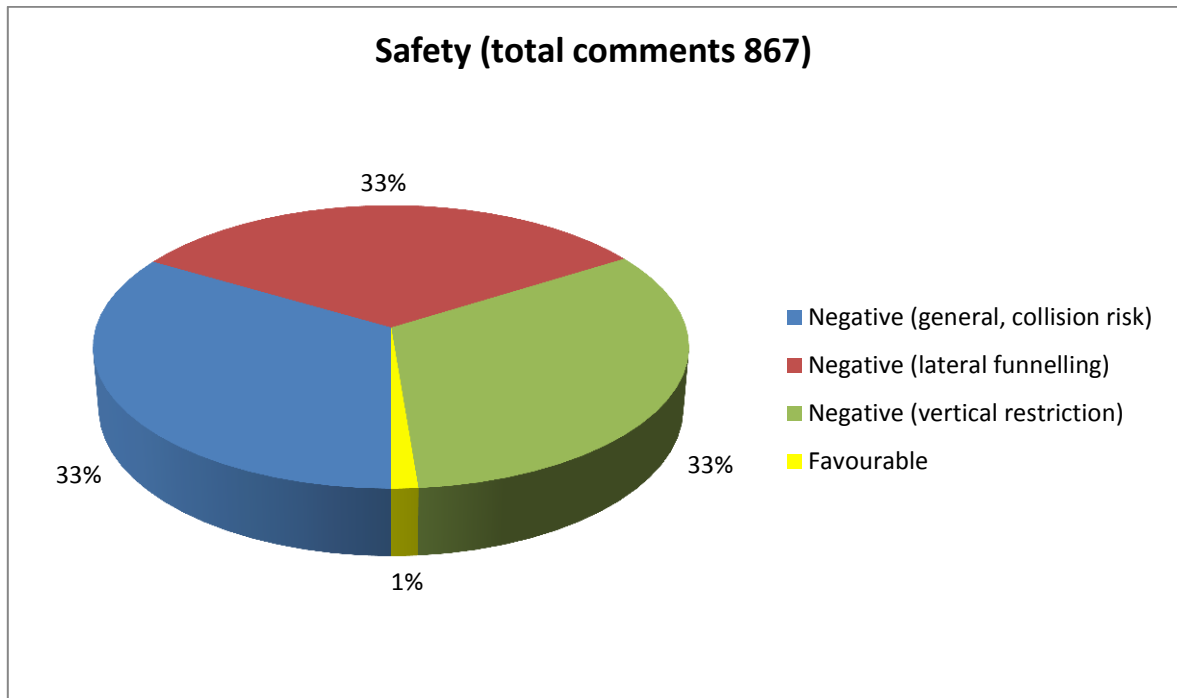


Figure 21 General nature of written responses to Part B with respect to Safety theme

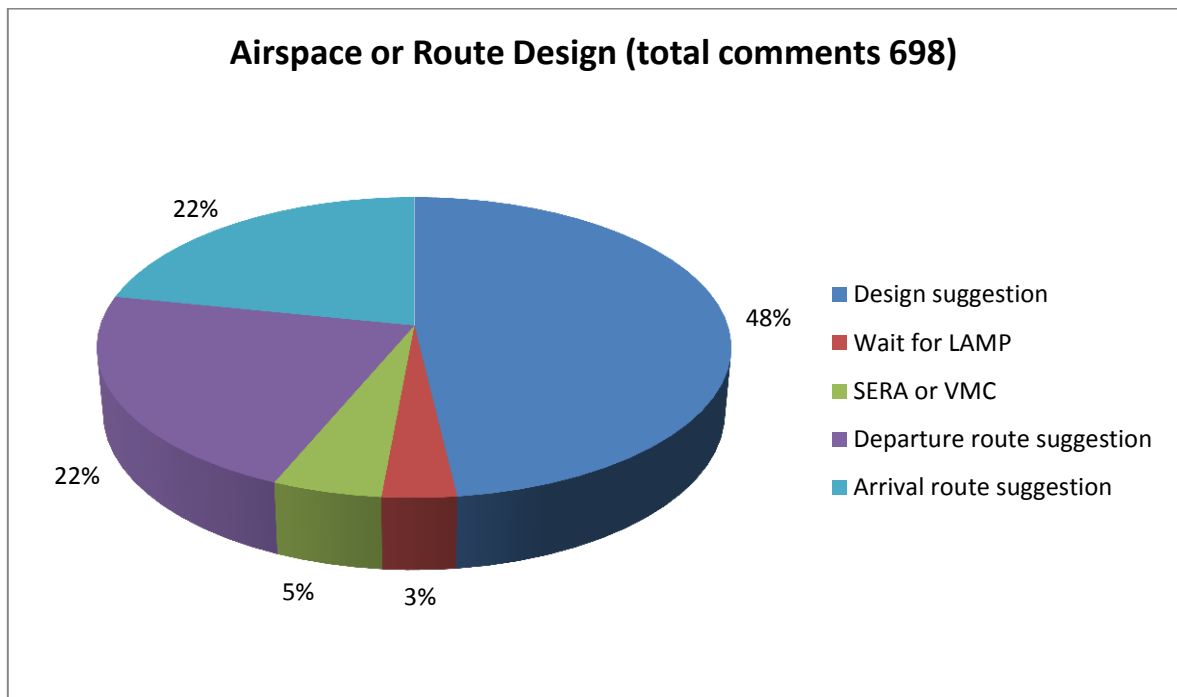


Figure 22 General nature of written responses to Part B with respect to Airspace or Route Design theme

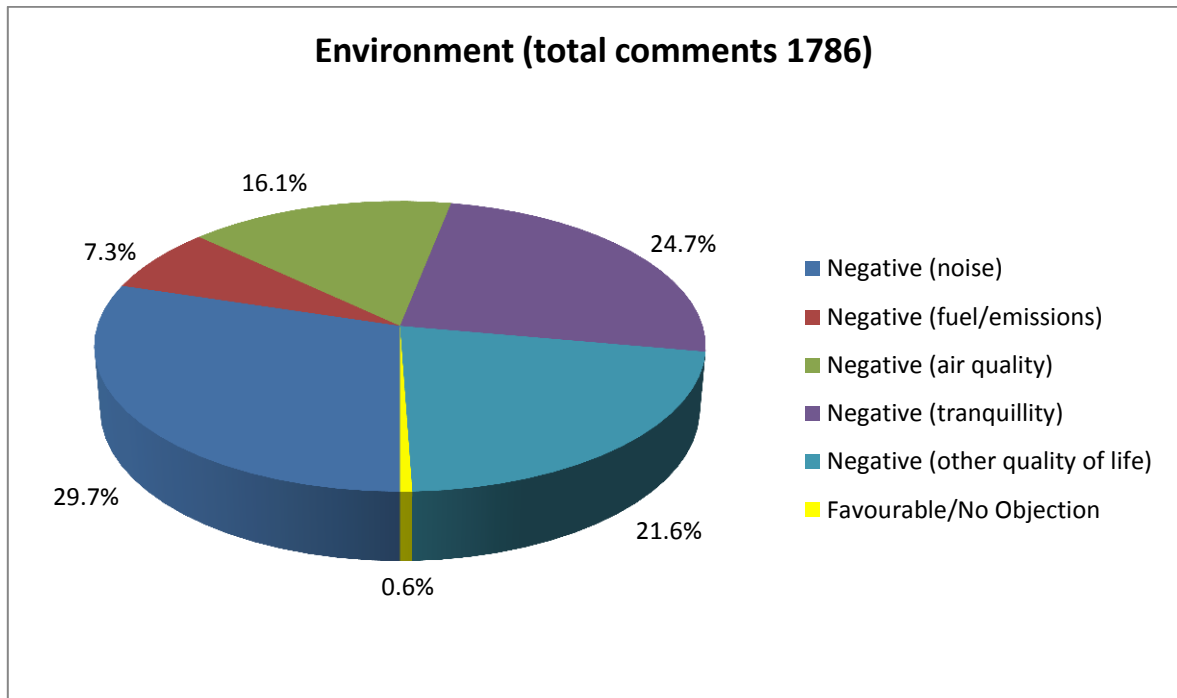


Figure 23 General nature of written responses to Part B with respect to Environment theme

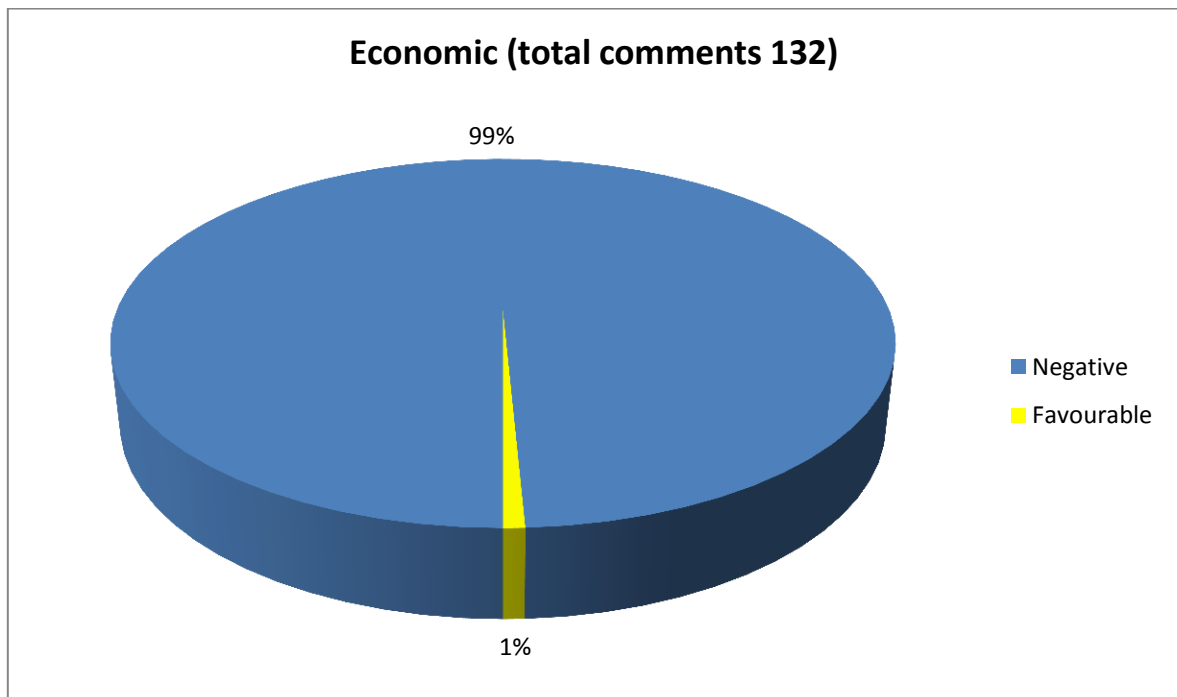
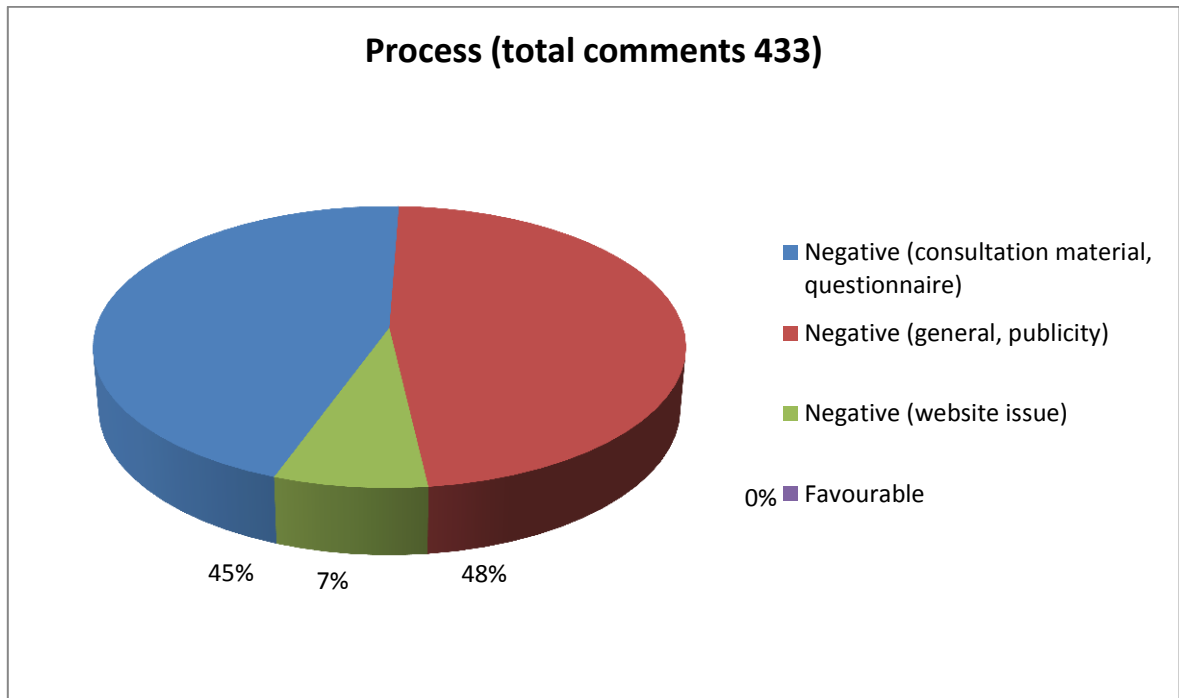


Figure 24 General nature of written responses to Part B with respect to Economic theme



**Figure 25** General nature of written responses to Part B with respect to **Process** theme

## **4. Analysis of Part C of the consultation material: Proposed changes between 4,000ft and 7,000ft**

- 4.1. This section provides analysis of feedback relevant to Part C of the consultation material. This includes responses to multiple-choice questions and themes extracted from supplied text, comments and documents associated with Part C.
- 4.2. See Sections 18 and 19 (starting on page A120 and A122 respectively) for the analysis method, definitions of usable response, themes, and what constitutes out-of-scope responses.
- 4.3. See Section 20 starting on page A128 for maps of postcode areas relevant to this analysis.



## Feedback relevant to Part C of the consultation material: Multiple-Choice

### Question C1 - Routes and airspace structures

This question is about **justification for change**.

In Section 3 we say that the more predictable aircraft flight-paths are, the more efficient their safe management can be.

This proposal is seeking to introduce new departure and arrival routes, and airspace structures to surround them, which would change some flight-paths from 4,000ft-7,000ft.

This would improve the consistency of aircraft flight-paths on those routes, using modern navigational capabilities. Consistent flight-paths would be predictable and more efficient to manage safely. It would retain the required operational flexibility at the same time.

The use of CAS structures would help separate Farnborough aircraft from recreational and military flights that also operate in the area. This means that everything inside the structures would be known and predictable, which would also be more efficient to manage safely. GA users outside CAS would fly more predictable paths due to the presence of the CAS structures themselves, and could make requests to cross them, again using predictable paths.

#### To what extent do you agree with our justification:

Introducing new routes and airspace would make aircraft flight-paths more predictable. Making them more predictable makes them more efficient to manage safety.

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree

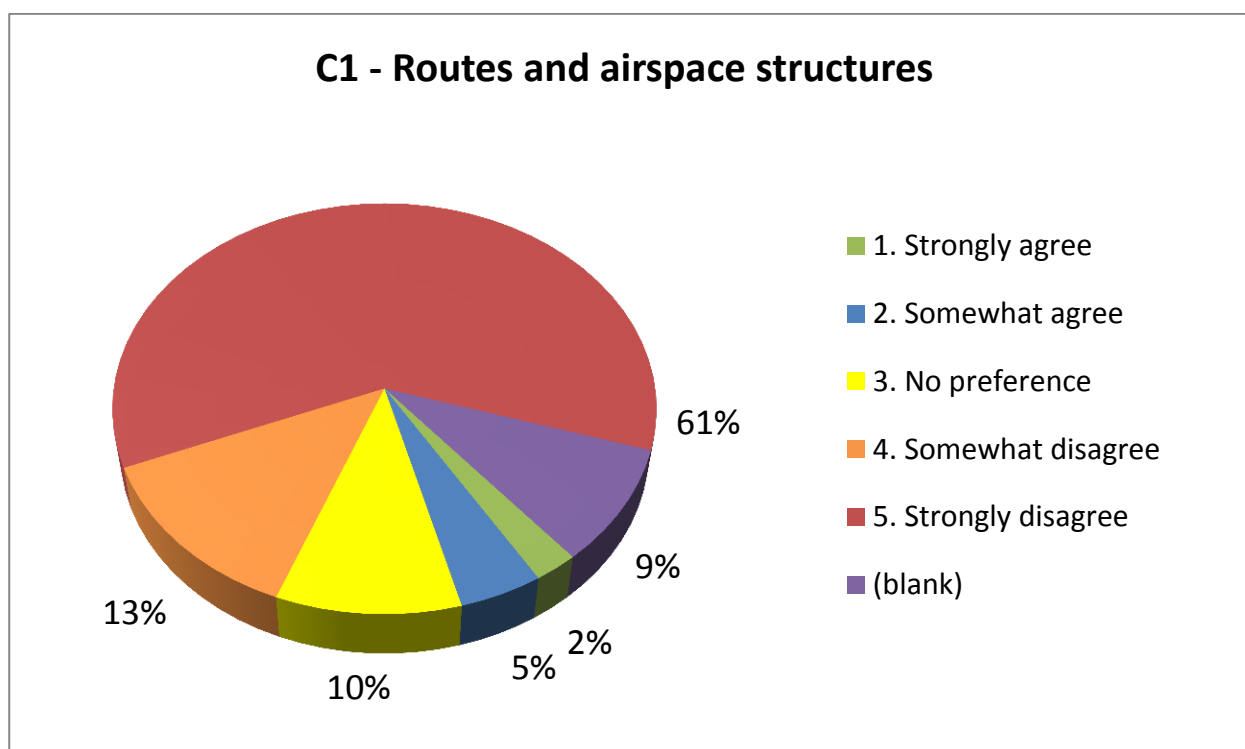


Figure 26: Analysis of Question C1

- 4.4. **417** stakeholders responded for Part C. The above chart shows how Question C1 was answered, including 38 'blank' responses where stakeholders answered (an)other question(s) in Part C but did not specifically answer this question.

**Question C2 - Balance between local noise impact and CO<sub>2</sub> emissions**

This question is about *balance*.

In Section 3 we say that we have designed routes at low altitudes to avoid populated areas, and that linking low altitude routes with the high altitude air route network needs flexibility, consistency and predictability.

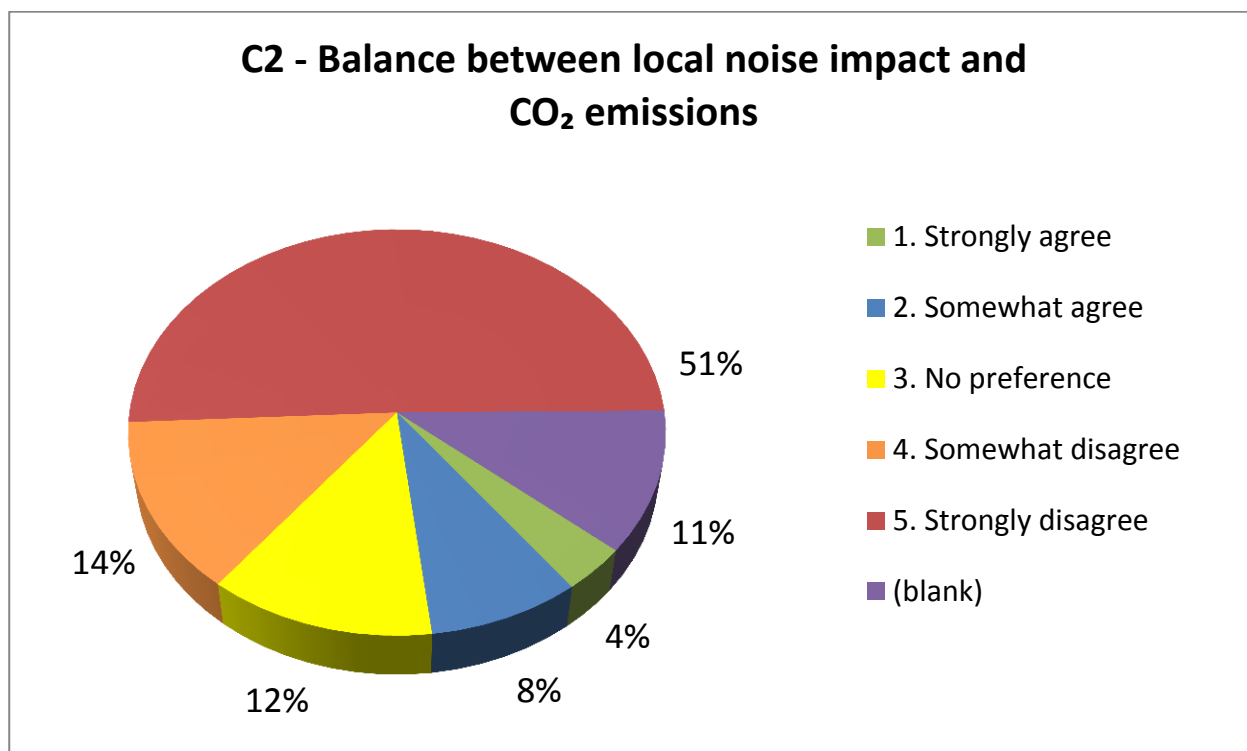
The consequence is that some routes are longer than today's typical flight-paths. This means that some aircraft need to use more fuel, leading to more CO<sub>2</sub> emissions.

It's not possible to reduce the local noise impact at low altitudes and make all our aircraft fly shorter routes at the same time, so we prioritised reducing low-altitude noise impact at the expense of more fuel. We then balanced the (diminished) environmental impacts at intermediate altitudes with the need to fly as efficient a route as possible.

**To what extent do you agree with our balance:**

At low altitudes, avoiding over-flying populated areas where possible is the highest priority. At these intermediate altitudes (4,000ft-7,000ft) some environmental impact is justified because the effect is much less than at low altitudes.

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 27: Analysis of Question C2 out of a pool of 417 Part C responses**

4.5. **417** stakeholders responded for Part C. The above chart shows how Question C2 was answered, including 47 'blank' responses where stakeholders answered (an)other question(s) in Part C but did not specifically answer this question.

**Question C3 - Balance between affecting GA activities and CO<sub>2</sub> emissions**

This question is about **balance**.

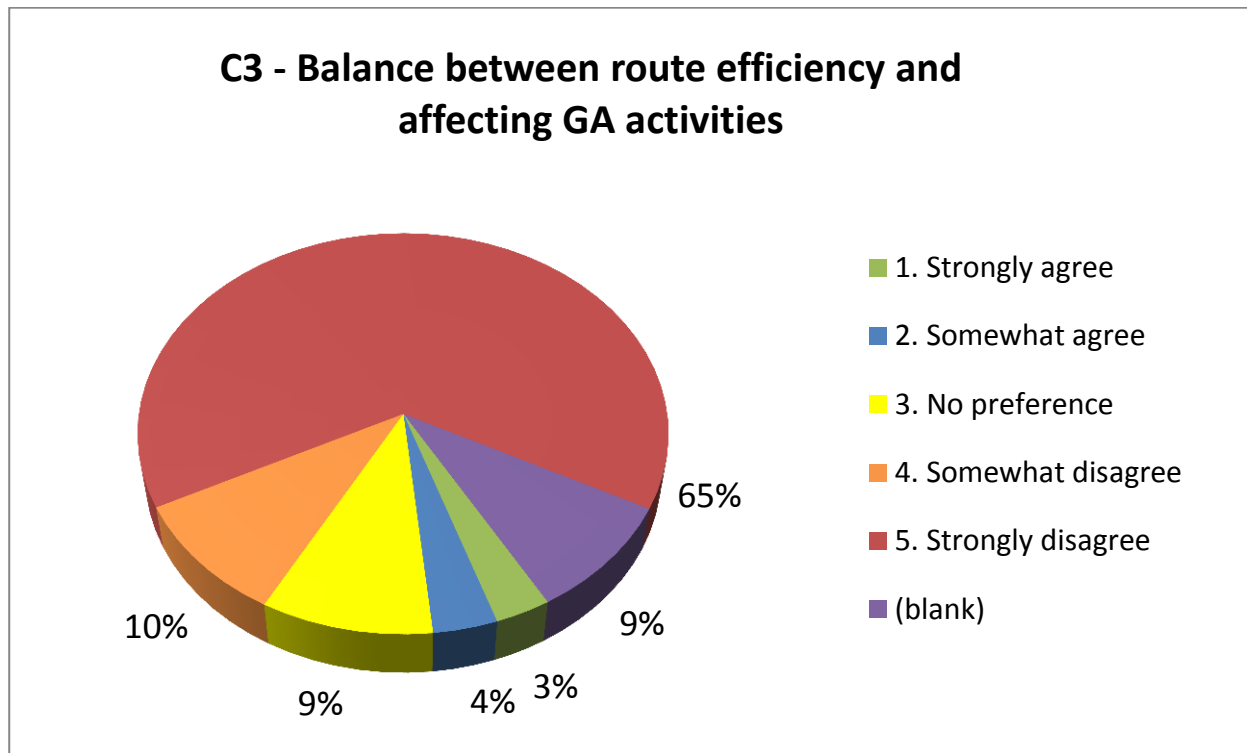
In Section 3 we say that we have designed routes whilst considering areas of popular GA activity as much as possible.

The consequence is that some routes are longer than today's typical flight-paths. This means that some aircraft need to use more fuel, leading to more CO<sub>2</sub> emissions. It's not possible to avoid popular GA areas and make all our aircraft fly shorter routes at the same time, so we prioritised avoiding GA areas at the expense of more fuel. We also propose sharing airspace with the gliding community using FUA which would further increase the length of some of our departure routes (but only infrequently). We then balanced all these impacts on GA at intermediate altitudes with the need to fly as efficient a route as possible, as often as possible.

**To what extent do you agree with our balance:**

At low altitudes, reducing the impact on GA activities is important wherever possible. At these intermediate altitudes (4,000ft-7,000ft) some impact on GA activities is justified. FUA airspace sharing with gliders would reduce that impact.

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 28: Analysis of Question C3 out of a pool of 417 Part C responses**

- 4.6. 417 stakeholders responded for Part C. The above chart shows how Question C3 was answered, including 38 'blank' responses where stakeholders answered (an)other question(s) in Part C but did not specifically answer this question.

**Question C4 - Specific Locations**

This question is about **places** within the consultation swathes.

In Section 4 we asked you to consider your area(s) of interest using the maps, and compare the impact now with the impact under this proposal.

We want you to tell us about places within the blue consultation region that you think require special consideration in the ongoing design process.

Ideally, you would supply us with a postcode of the location. Otherwise, please use town or village names, the names of National Parks/AONBs, or other easily identifiable location. This means we can find the right place more easily

Tell us broadly what type of place this is by choosing the closest type from the online menu. Do you think these places would benefit from the proposed change, or not, and to what extent? Describe the characteristics of these places, stating whether they should be considered special due to concerns about noise impact, visual impact or other reason.

You can do this for as many locations as you wish. We have provided a template for you below. Choose the closest of most important option from those suggested, or add you own if none is suitable

Structuring your response like this will make it easier for us to analyse your feedback, which in turn makes it more effective on your behalf.

**Location** *Postcode, or name of easily identifiable place*

**What type of place is this?** *I consider this a...*

Populated residential area/Busy commercial area (town centre, retail park)/Industrial area (including military use)/Recreational area/Tranquil area/Sensitive area (eg hospital)/Village/Nature area/Tourist attraction/Transport link (railway, motorway, airport), Other (brief description)

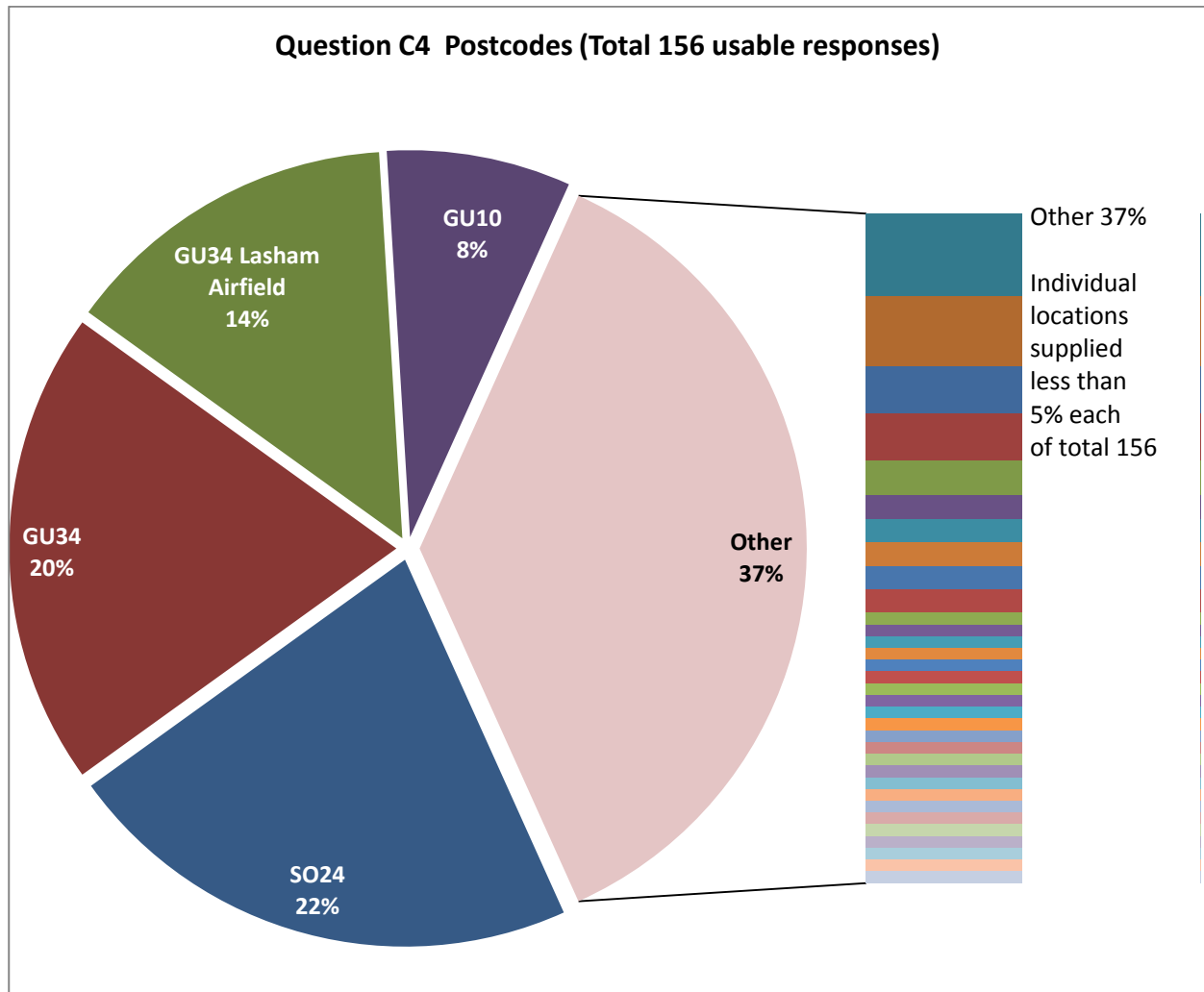
**What would the change in impact be,** on this place? *If the change occurred, this place would...*

Benefit significantly from the change/Benefit slightly/Probably not notice the change/Be slightly negatively impacted/Be very negatively impacted by the change

Why would the impact change on this place? If I was at this place ...

I would hear less aircraft noise/I would see few aircraft/It wouldn't make much difference to me/I would hear more aircraft noise/I would see more aircraft/Other (brief description)

Choose the most relevant, or most important item from the suggestions, or add your own if none are suitable



**Figure 29: Question C4 Specific Locations**

- 4.7. **156** usable responses were received for this particular question, distributed as per the chart above.
- 4.8. This chart excludes 261 responses where stakeholders answered (an)other question(s) in Part C but did not specifically answer this question, or where a supplied response was not usable and was subsequently removed from the analysis.
- 4.9. The most common postcodes supplied are analysed in greater detail below.
- 4.10. Responses describing Lasham Airfield are shown separately where it was identified, even though it comes under the wider postcode GU34. If you wish to consider the impact on that postcode as a whole, please add the data together.
- 4.11. Responses related to postcode GU10 and Lasham Airfield geographically should be in Part B, but are displayed here in Part C as per stakeholder responses to Part C questions.

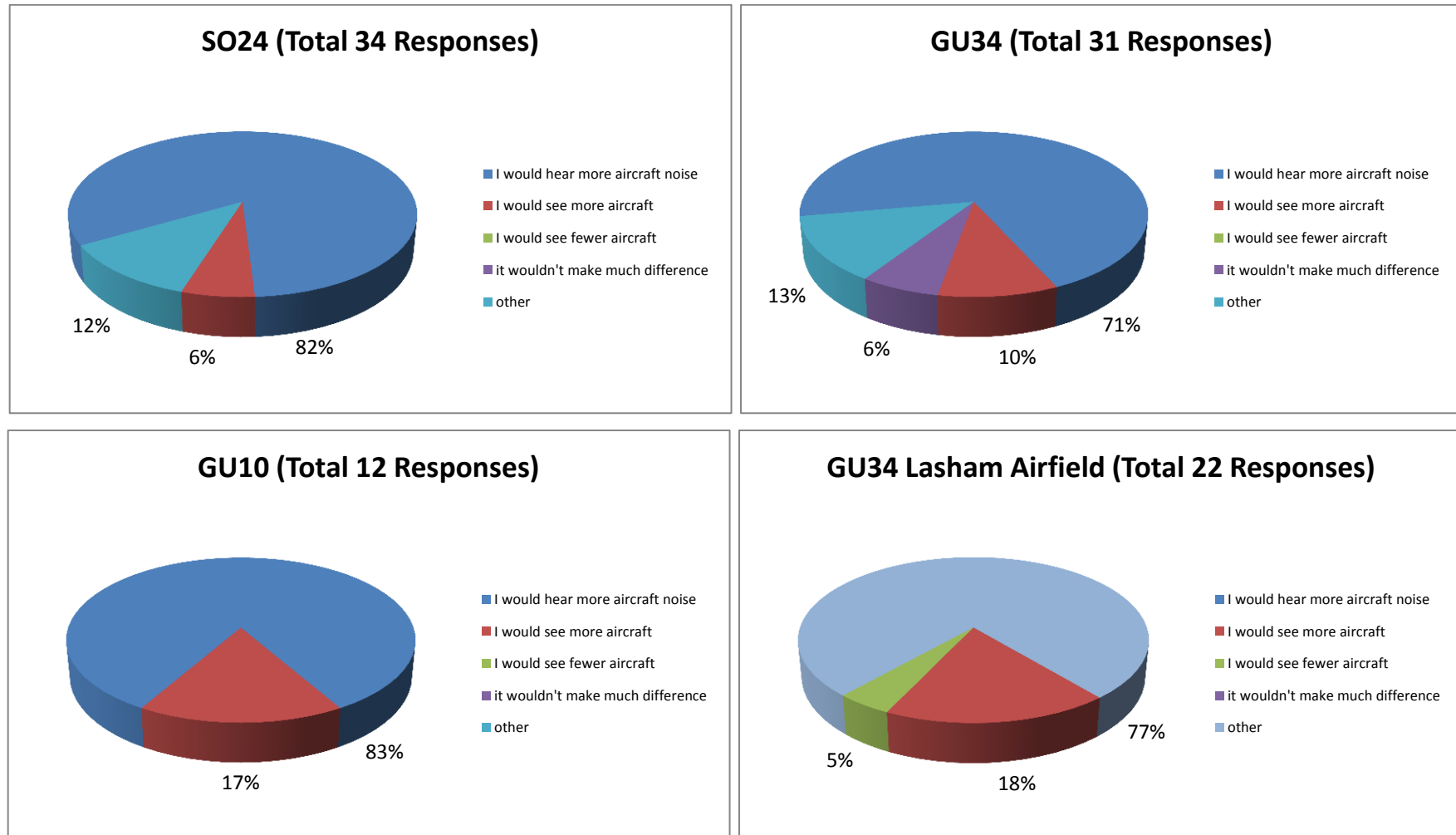
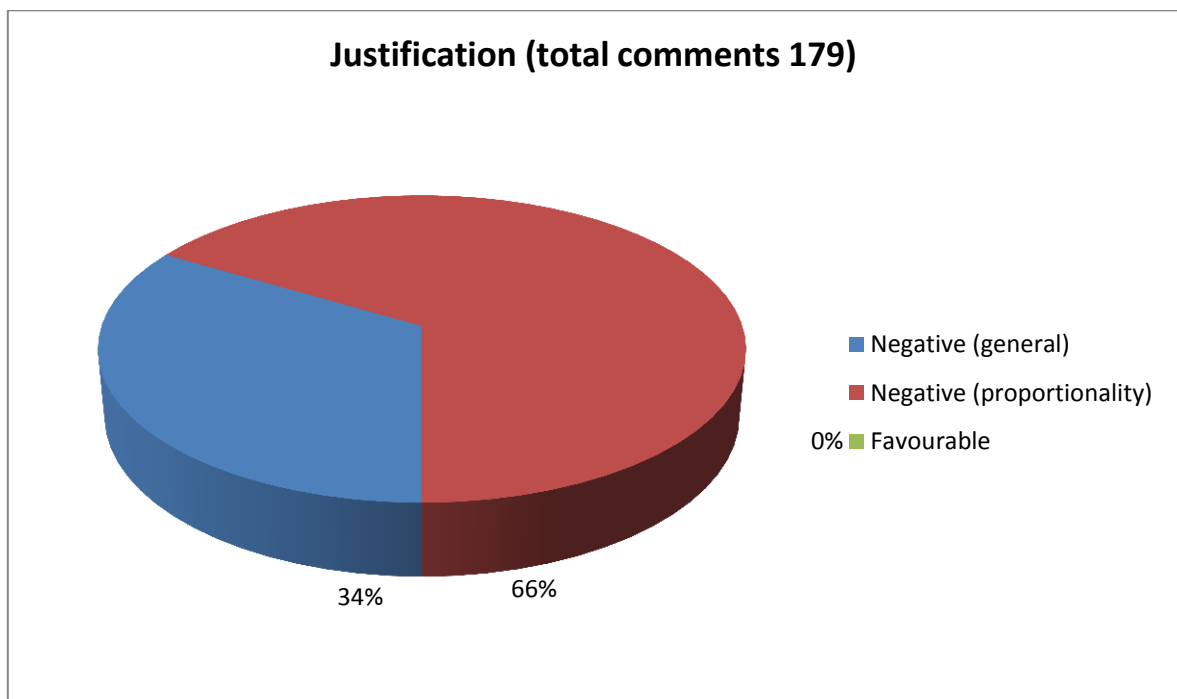


Figure 30 Part C Impacts described for postcodes SO24, GU10, GU34 and GU34 Lasham Airfield

- 4.12. In all these postcode areas except Lasham Airfield, the most common impact described by stakeholders is 'I would hear more aircraft noise'.
- 4.13. Stakeholders that cited 'other' did not always state their precise meaning in the associated text boxes. Investigation of other responses by the same stakeholder often concluded that their primary interest was aviation rather than environmental. The intent of this question was to gather information about potential environmental impacts on specific locations.
- 4.14. Where Lasham Airfield has been specifically identified as a location in this question, we believe it likely that most 'other' responses refer to aviation-related impacts. Analysis of Part E considers the impacts on aviation activities in more detail.

**Feedback relevant to Part C of the consultation material:  
Written responses**

- 4.15. Written responses include comments submitted via text boxes on the website, and those from files or documents sent to us via the website upload facility.
- 4.16. See paragraphs 19.1 to 19.12 starting on page A122 for the analysis method, themes, and how comments have been interpreted, including the definition of 'out of scope'.
- 4.17. A total of 289 stakeholders provided a combined total of 953 comments that were themed for Part C. This includes analysis of 14 files or documents uploaded to the consultation website.
- 4.18. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 4.19. There were no comments themed as 'out of scope' in Part C.



**Figure 31 General nature of written responses to Part C with respect to Justification theme**



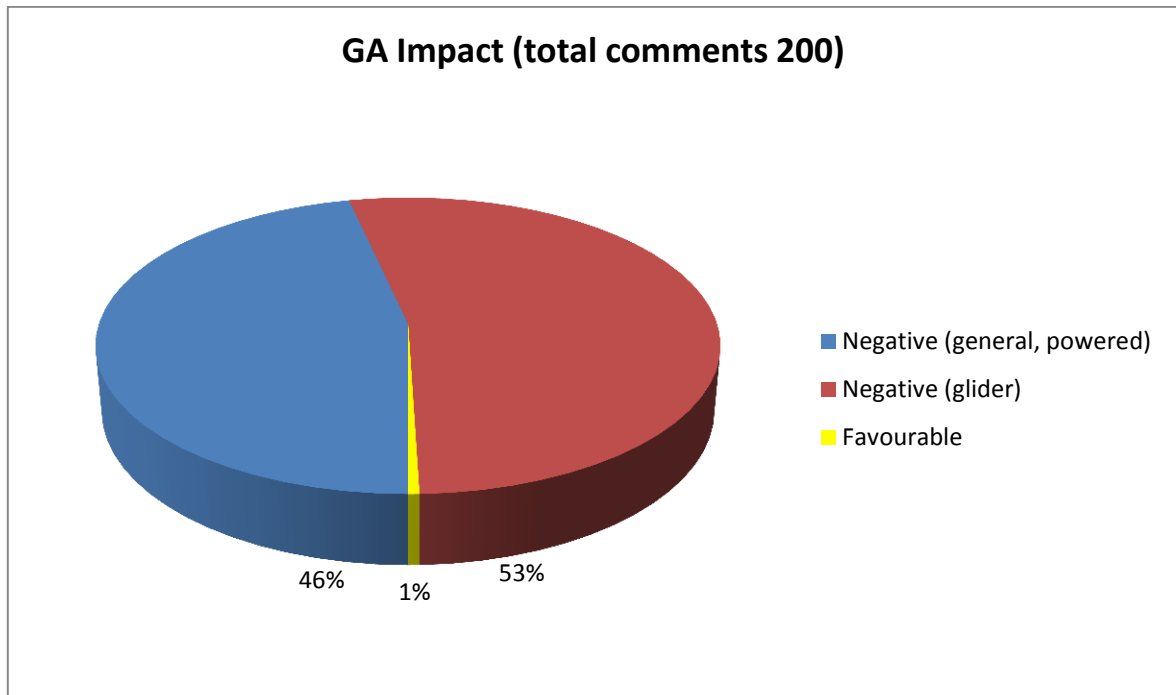


Figure 32 General nature of written responses to Part C with respect to GA Impact theme

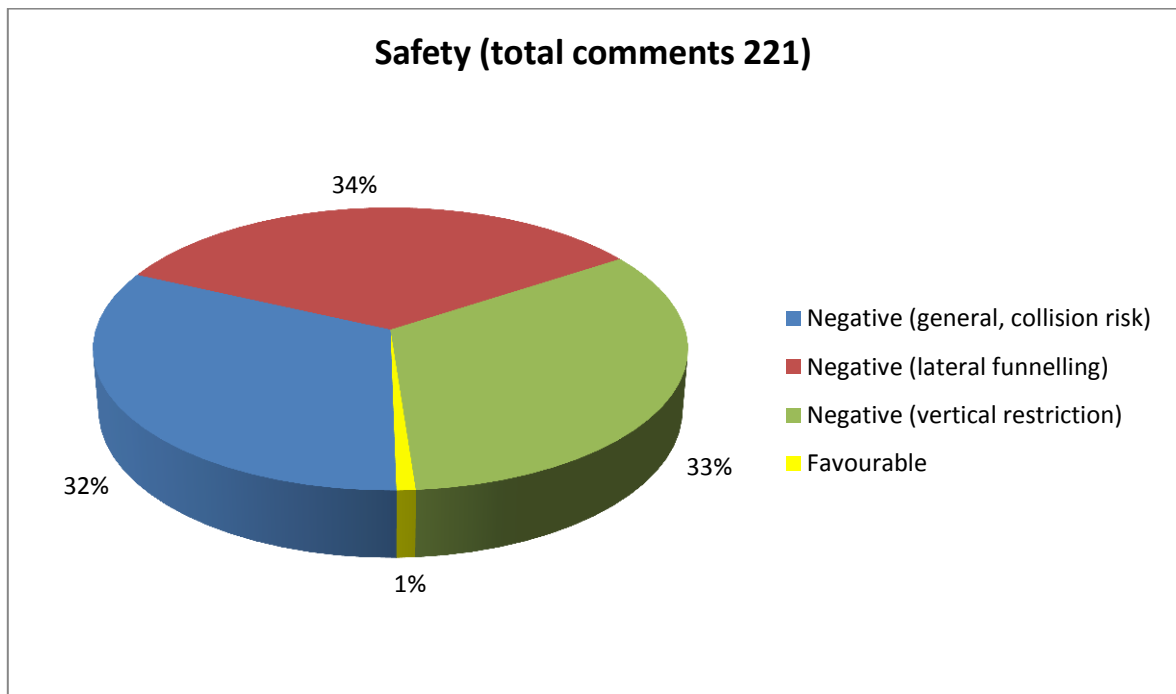


Figure 33 General nature of written responses to Part C with respect to Safety theme

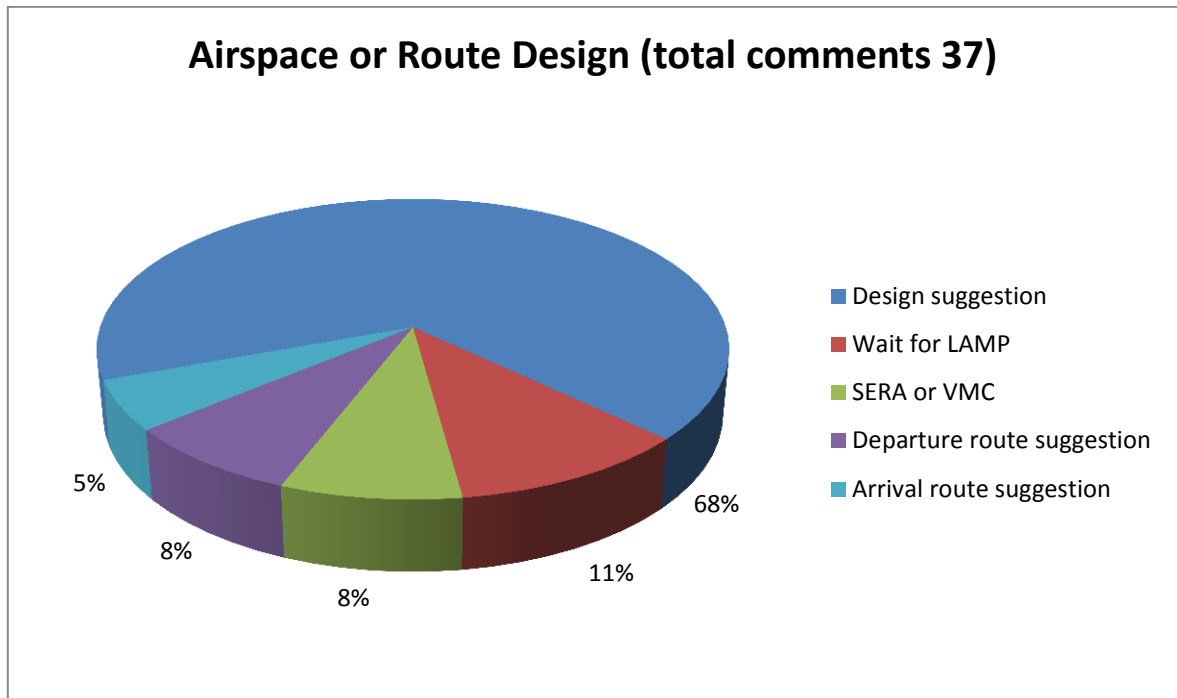


Figure 34 General nature of written responses to Part C with respect to Airspace or Route Design theme

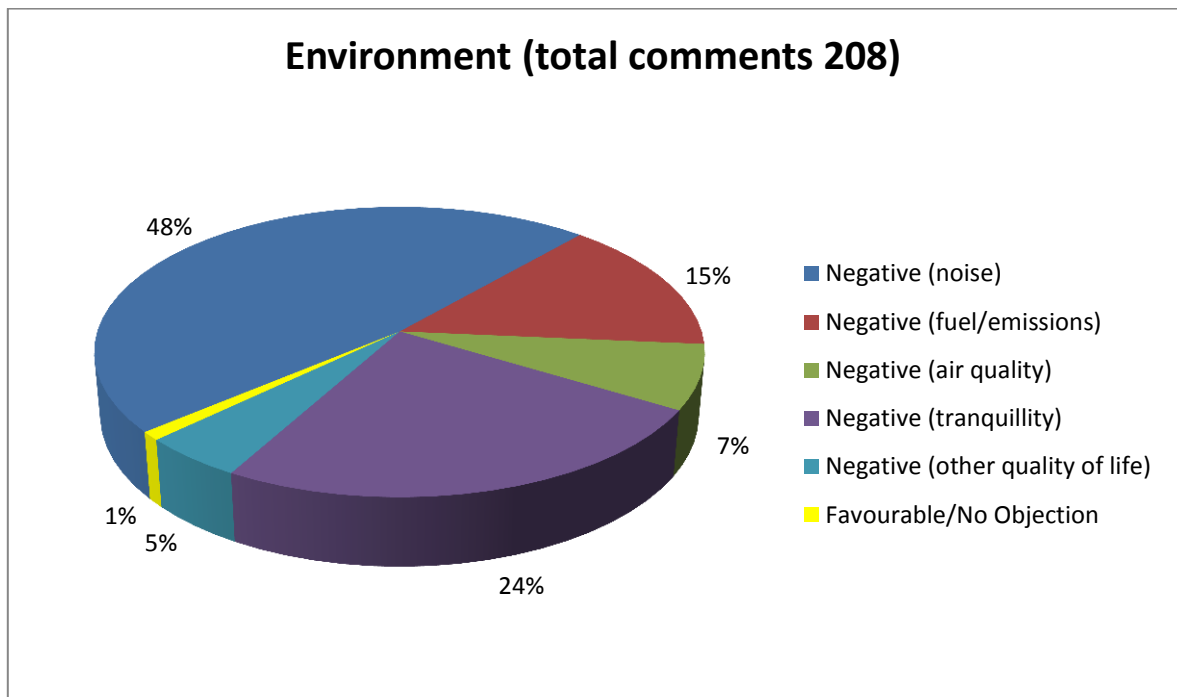


Figure 35 General nature of written responses to Part C with respect to Environment theme

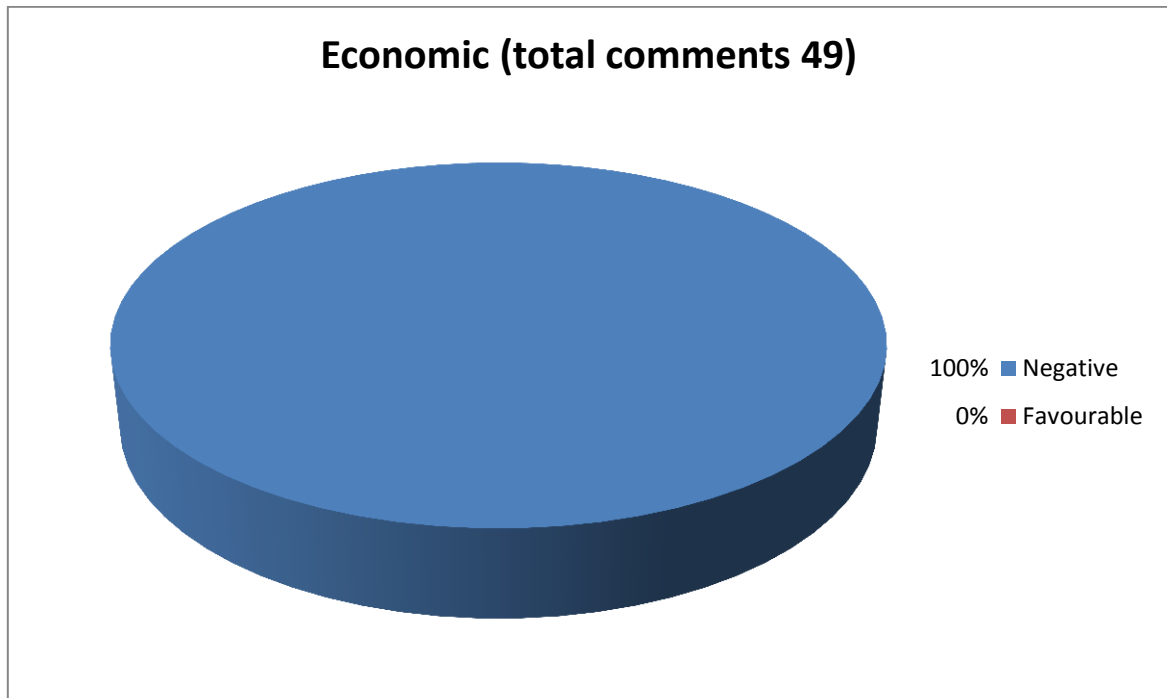


Figure 36 General nature of written responses to Part C with respect to Economic theme

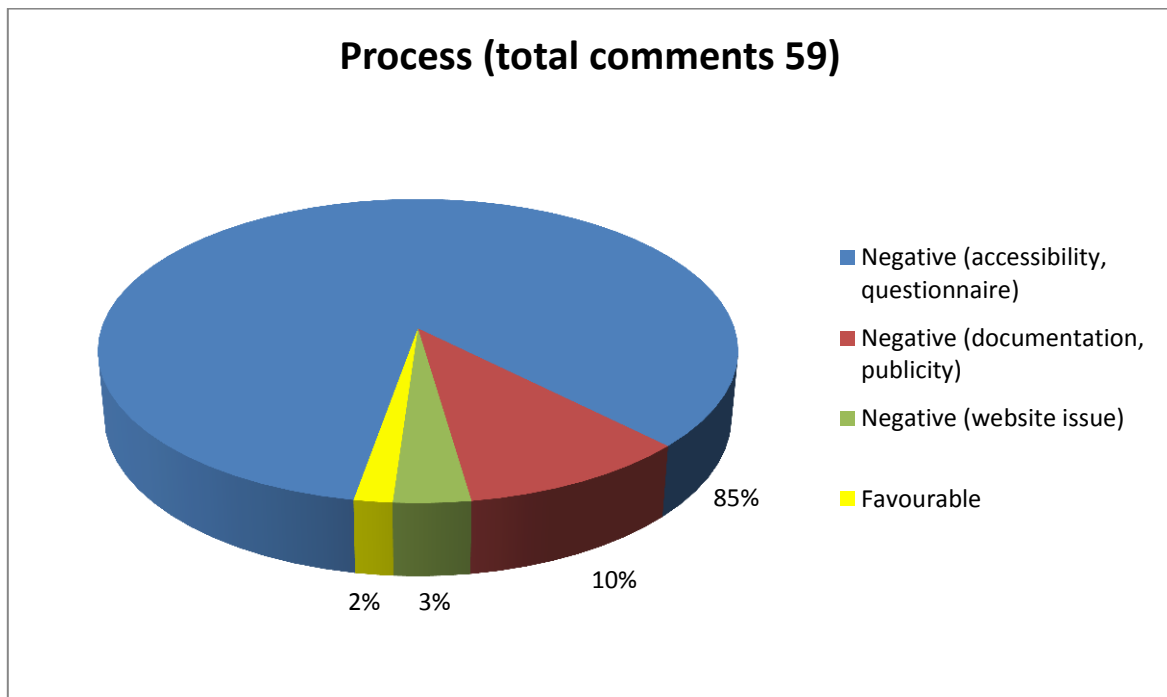


Figure 37 General nature of written responses to Part C with respect to Process theme

## **5. Analysis of Part D of the consultation material: Proposed changes in vicinity of Southampton & Bournemouth**

- 5.1. This section provides analysis of feedback relevant to Part D of the consultation material. This includes responses to multiple-choice questions and themes extracted from supplied text, comments and documents associated with Part D.
- 5.2. See Sections 18 and 19 (starting on page A120 and A122 respectively) for the analysis method, definitions of usable response, themes, and what constitutes out-of-scope responses.
- 5.3. See Section 20 starting on page A128 for maps of postcode areas relevant to this analysis.

## Feedback relevant to Part D of the consultation material: Multiple-Choice

### Question D1 – Relocating one arrival route – Effect on flight-paths

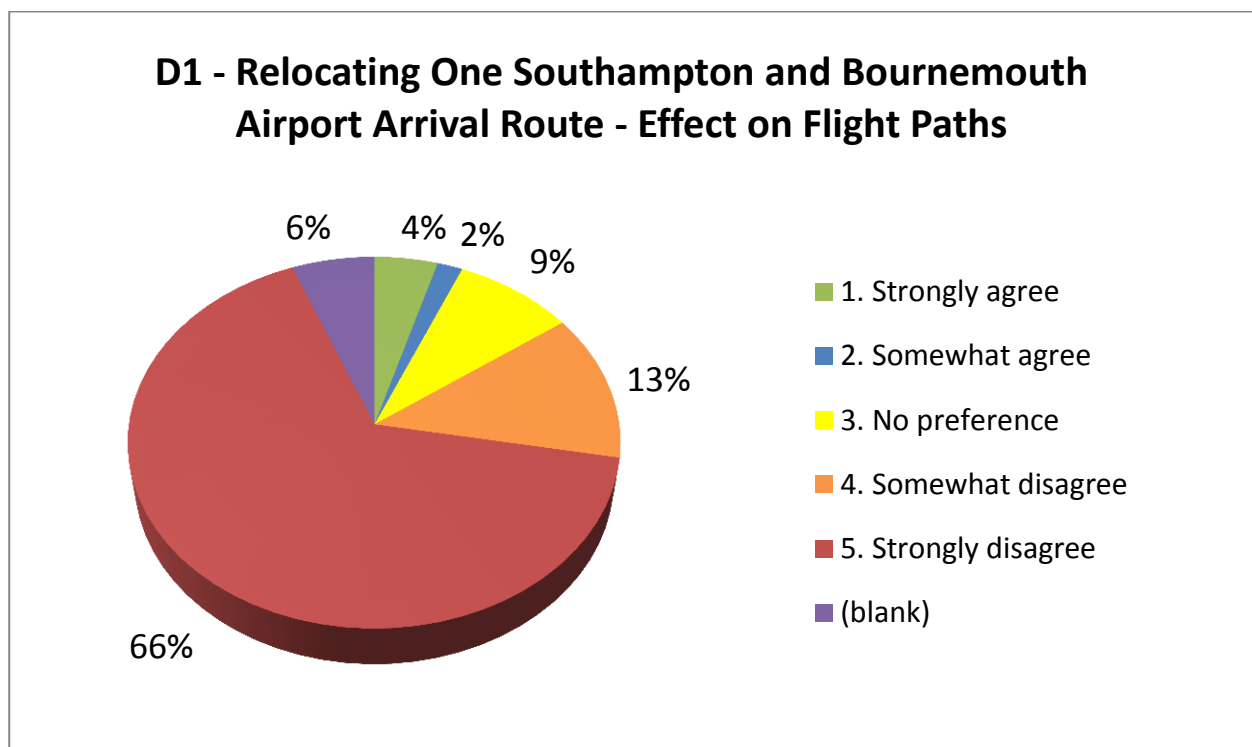
This question is about *justification for change*.

In Section 3 we say that relocating this arrival route from the east would not only enable the wider airspace and route changes but would also improve the overall airspace management in the entire region for the benefit of as many airspace users as possible.

#### To what extent do you agree with our justification:

Relocating the Bournemouth and Southampton arrival route, and the associated landing patterns, would enable changes to other routes and airspace – these changes are linked. Enabling these changes would improve the overall airspace management in the south.

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 38: Analysis of Question D1**

- 5.4. **219** stakeholders responded for Part D. The above chart shows how Question D1 was answered, including 13 'blank' responses where stakeholders answered (an)other question(s) in Part D but did not specifically answer this question.

**Question D2 - Balance between local noise impact and CO<sub>2</sub> emissions**

This question is about **balance**.

In Section 3 we say that the proposed flight-paths at low altitudes would reduce the net number of people over-flown by these flight-paths. This would help noise management in line with Government guidance that we are required to consider.

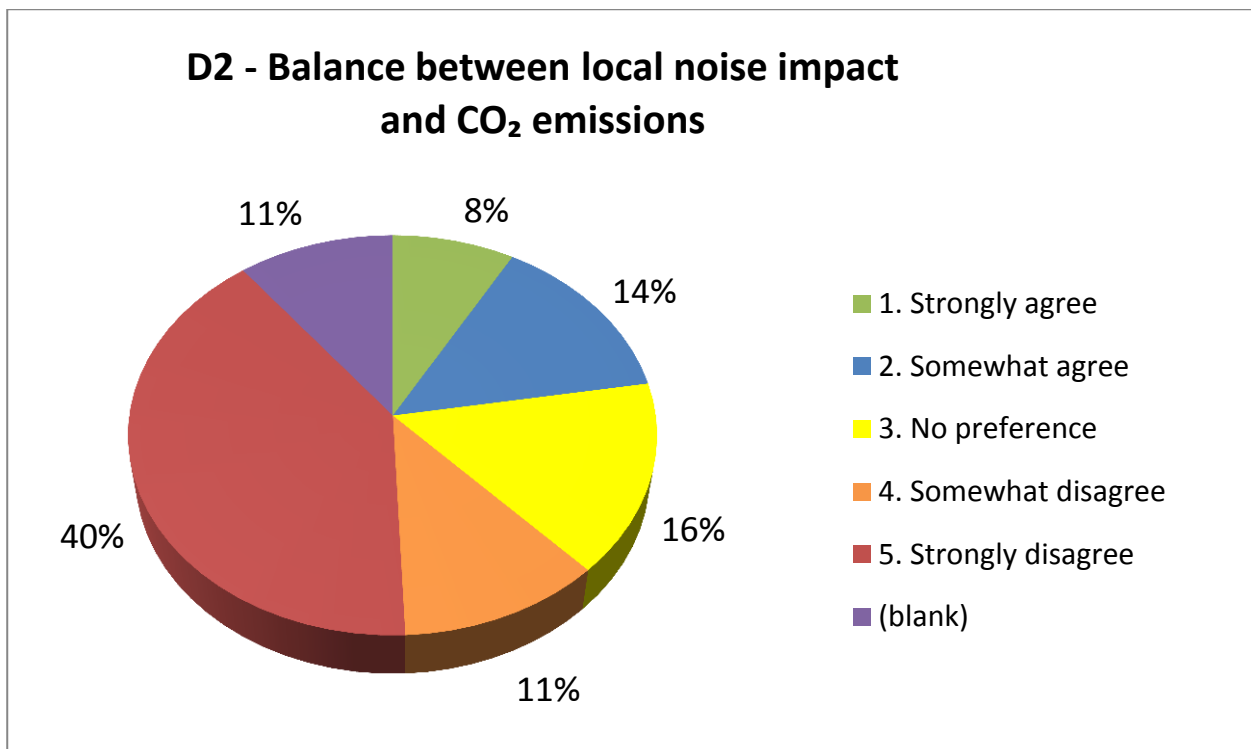
The consequence of following this guidance is that some flight-paths are longer than today's typical flight-paths. This means that some aircraft need to use more fuel, leading to more CO<sub>2</sub> emissions. Other flight-paths are shorter, but they are not used as often.

It's not possible to reduce the local noise impact at low altitudes and make all aircraft fly shorter routes at the same time, so we prioritised reducing the overall low-altitude local noise impact at the expense of more fuel for some flights.

**To what extent do you agree with our balance:**

Making some aircraft fly longer routes is justified, if it reduces the over-flight of populated areas at low altitudes (below 4,000ft).

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 39: Analysis of Question D2**

5.5. **219** stakeholders responded for Part D. The above chart shows how Question D2 was answered, including 23 'blank' responses where stakeholders answered (an)other question(s) in Part D but did not specifically answer this question.

**Question D3 - Balance between route efficiency & environmental impacts**

This question is also about *balance*.

In Section 3 we say that the relocated flight-paths would reduce the net number of people over-flown by these flight-paths, and that linking low altitude routes with the high altitude air route network needs flexibility, consistency and predictability.

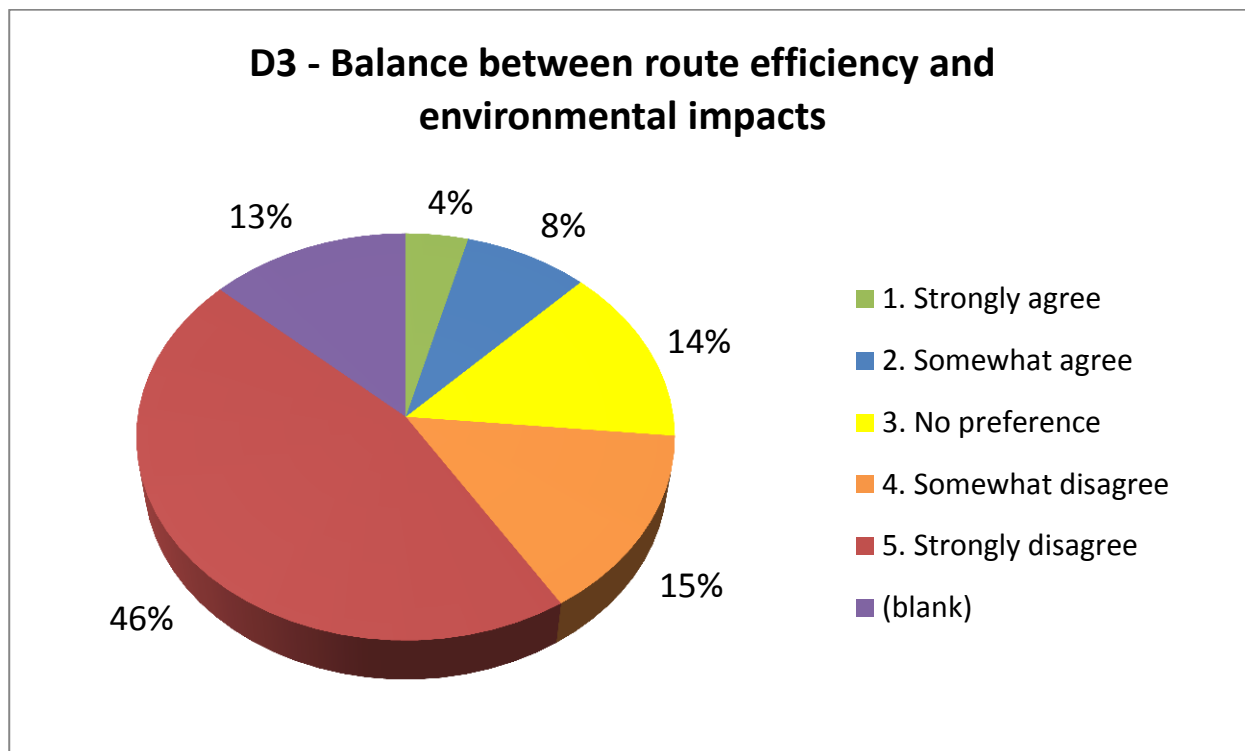
The consequence is that some routes are longer than today's typical flight-paths. This means that some aircraft need to use more fuel, leading to more CO<sub>2</sub> emissions.

It's not possible to reduce the local noise impact at low altitudes and make all our aircraft fly shorter routes at the same time, so we prioritised reducing low-altitude noise impact at the expense of more fuel. We then balanced the (diminished) environmental impacts at intermediate altitudes (4,000ft-7,000ft) with the need to fly as efficient a route as possible.

**To what extent do you agree with our balance:**

At low altitudes, avoiding over-flying populated areas where possible is the highest priority. At these intermediate altitudes (4,000ft-7,000ft) some environmental impact is justified because the effect is much less than at low altitudes.

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 40: Analysis of Question D3**

5.6. **219** stakeholders responded for Part D. The above chart shows how Question D3 was answered, including 29 'blank' responses where stakeholders answered (an)other question(s) in Part D but did not specifically answer this question.

**Question D4 - Specific Locations**

This question is about **places** within the consultation swathes.

In Section 4 we asked you to consider your area(s) of interest using the maps, and compare the impact now with the impact under this proposal.

We want you to tell us about places within the blue consultation region that you think require special consideration in the ongoing design process.

Ideally, you would supply us with a postcode of the location. Otherwise, please use town or village names, the names of National Parks/AONBs, or other easily identifiable location. This means we can find the right place more easily

Tell us broadly what type of place this is by choosing the closest type from the online menu. Do you think these places would benefit from the proposed change, or not, and to what extent? Describe the characteristics of these places, stating whether they should be considered special due to concerns about noise impact, visual impact or other reason.

You can do this for as many locations as you wish. We have provided a template for you below. Choose the closest of most important option from those suggested, or add you own if none is suitable

Structuring your response like this will make it easier for us to analyse your feedback, which in turn makes it more effective on your behalf.

**Location** *Postcode, or name of easily identifiable place*

**What type of place is this?** *I consider this a...*

Populated residential area/Busy commercial area (town centre, retail park)/Industrial area (including military use)/Recreational area/Tranquil area/Sensitive area (eg hospital)/Village/Nature area/Tourist attraction/Transport link (railway, motorway, airport), Other (brief description)

**What would the change in impact be,** on this place? *If the change occurred, this place would...*

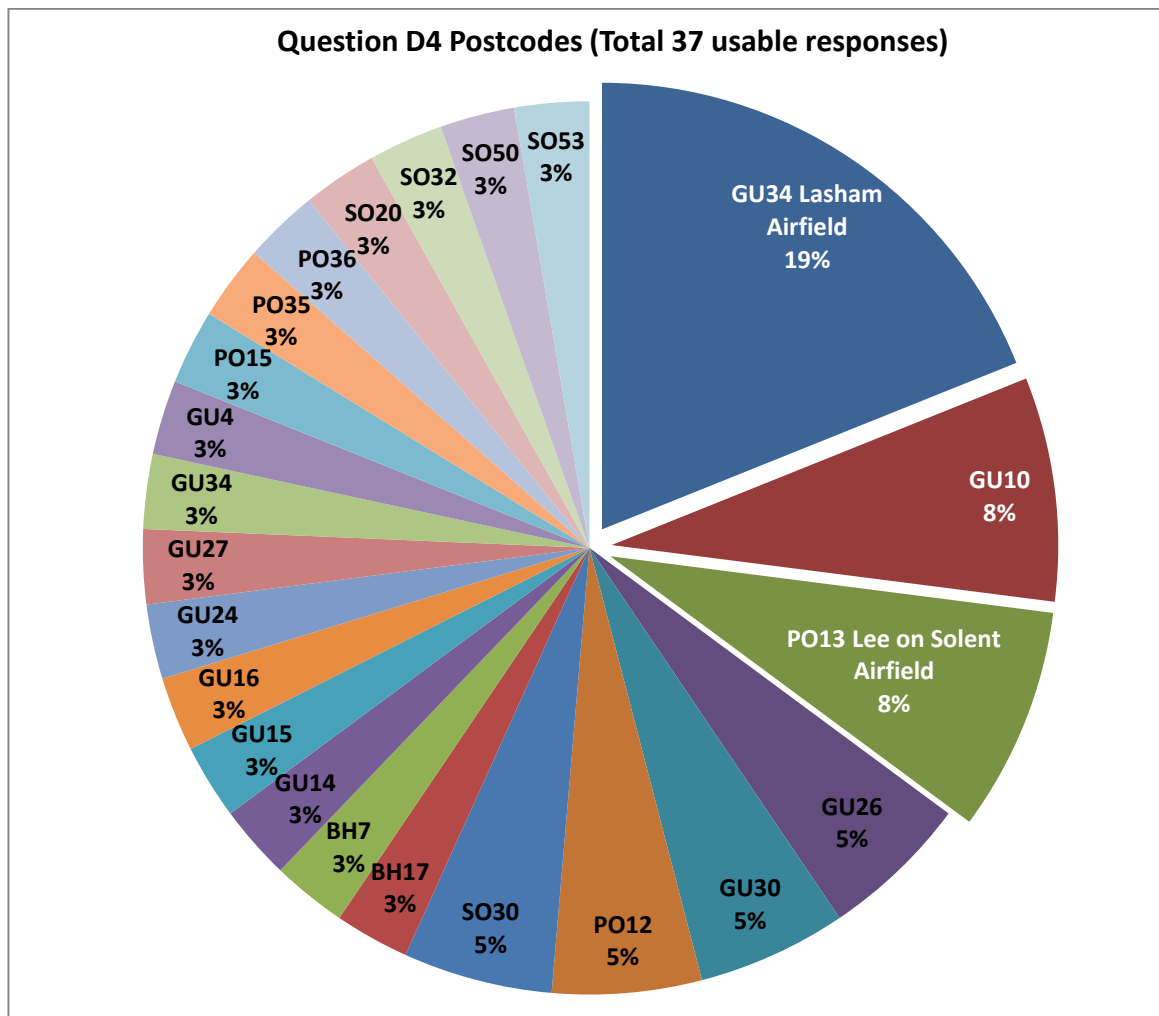
Benefit significantly from the change/Benefit slightly/Probably not notice the change/Be slightly negatively impacted/Be very negatively impacted by the change

Why would the impact change on this place? If I was at this place ...

I would hear less aircraft noise/I would see few aircraft/It wouldn't make much difference to me/I would hear more aircraft noise/I would see more aircraft/Other (brief description)

Choose the most relevant, or most important item from the suggestions, or add your own if none are suitable





**Figure 41: Question D4 Specific Locations**

- 5.7. 37 usable responses were received for this particular question, distributed as per the chart above.
- 5.8. This chart excludes 182 responses where stakeholders answered (an)other question(s) in Part D but did not specifically answer this question, or where a supplied response was not usable and was subsequently removed from the analysis.
- 5.9. One usable response is approximately equal to 2.7% of the total. Locations specified once or twice are rounded to 3% and 5% respectively.
- 5.10. The most common postcodes supplied are analysed in greater detail below.
- 5.11. Responses related to postcode GU10 and Lasham Airfield geographically should be in Part B, but are displayed here in Part D as per stakeholder responses to Part D questions.

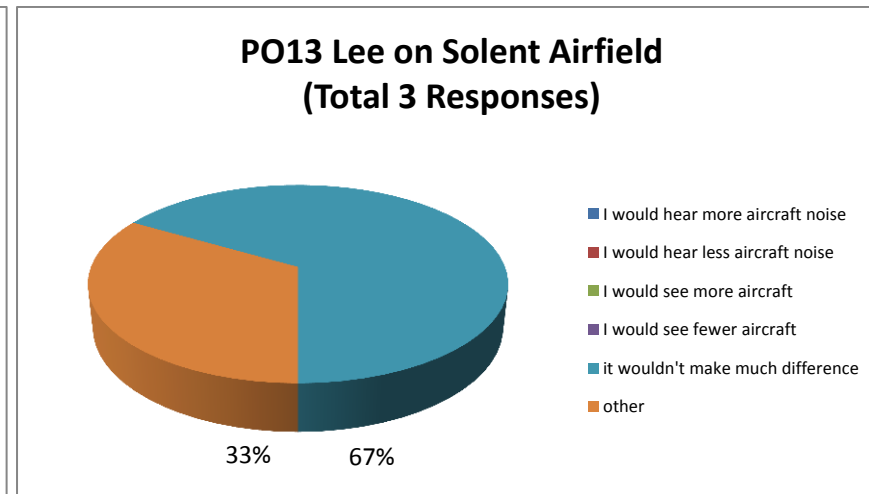
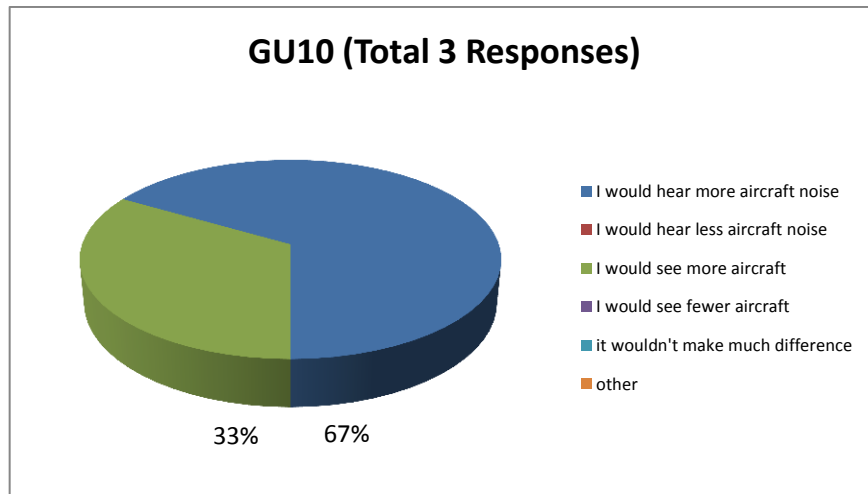
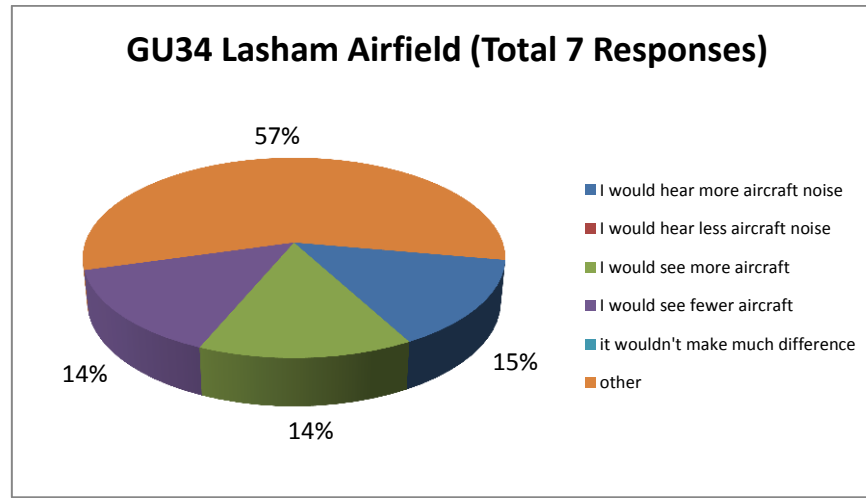
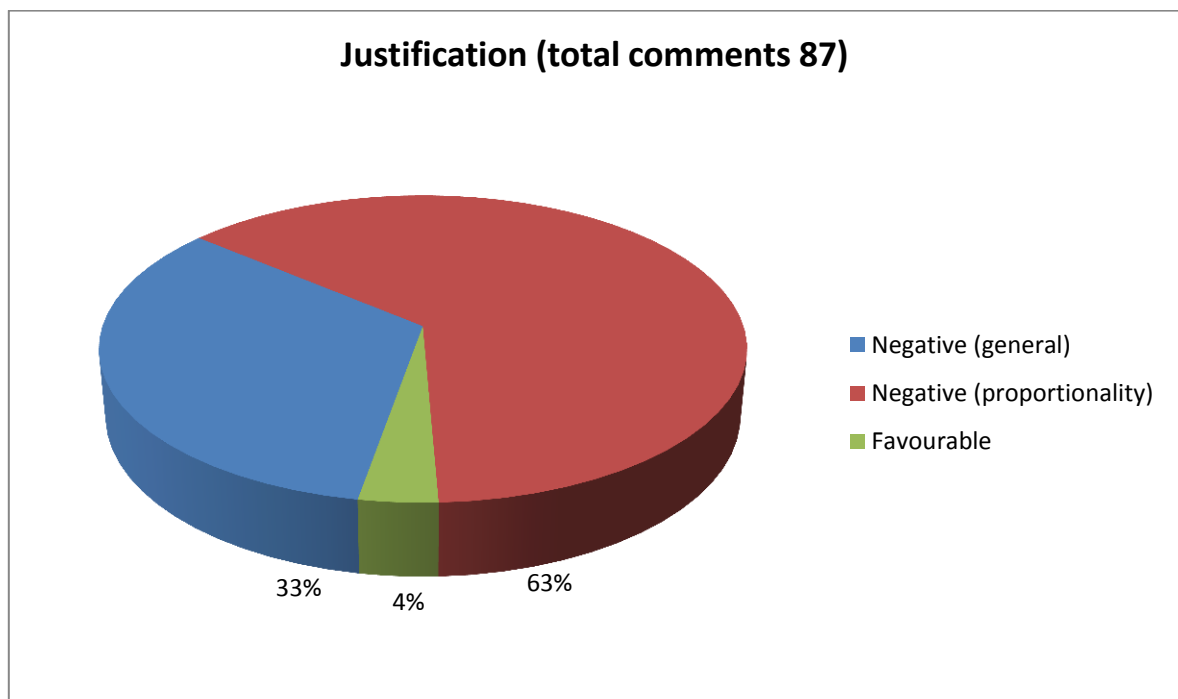


Figure 42 Part D Impacts described for postcodes GU34 Lasham Airfield, GU10 and PO13 Lee on Solent Airfield

- 5.12. For Lasham Airfield, the most common impact is described as 'other'. Stakeholders that cited 'other' did not always state their precise meaning in the associated text boxes. Investigation of other responses by the same stakeholder often concluded that their primary interest was aviation rather than environmental. The intent of this question was to gather information about potential environmental impacts on specific locations.
- 5.13. Where Lasham Airfield has been specifically identified as a location in this question, we believe it likely that most 'other' responses refer to aviation-related impacts.
- 5.14. For the GU10 postcode area (far outside the geographical coverage of Part D), the most common impact described by stakeholders is 'I would hear more aircraft noise'.
- 5.15. For Lee on Solent Airfield, it was noted by our analysts that two of the three responses came from the same stakeholder at similar times, stating 'it wouldn't make much difference'. This is possibly an unintended duplicate. Potentially-duplicate multiple choice responses were not removed from the analysis. Due to the small numbers involved, any duplication would have an exaggerated effect on the analysis chart.

**Feedback relevant to Part D of the consultation material:  
Written responses**

- 5.16. Written responses include comments submitted via text boxes on the website, and those from files or documents sent to us via the website upload facility.
- 5.17. See paragraphs 19.1 to 19.12 starting on page A122 for the analysis method, themes, and how comments have been interpreted, including the definition of 'out of scope'.
- 5.18. A total of 114 stakeholders provided a combined total of 245 comments that were themed for Part D. This includes analysis of two files or documents uploaded to the consultation website.
- 5.19. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 5.20. There was one comment themed as 'Out of scope' in Part D.



**Figure 43 General nature of written responses to Part D with respect to Justification theme**

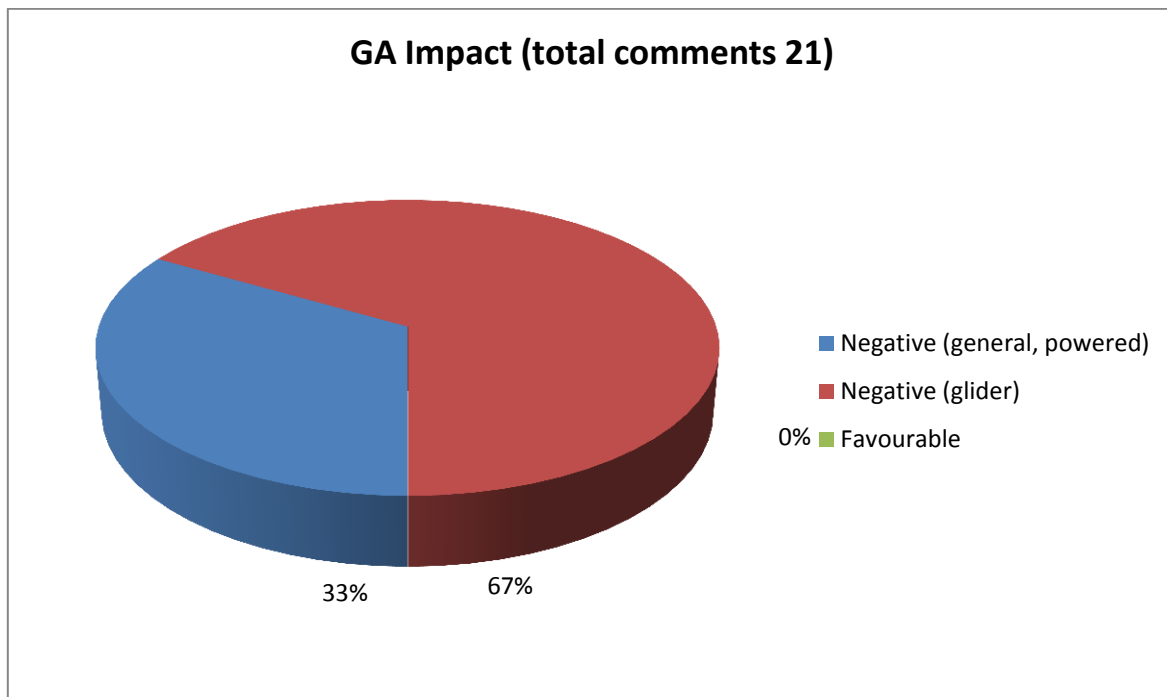


Figure 44 General nature of written responses to Part D with respect to GA Impact theme

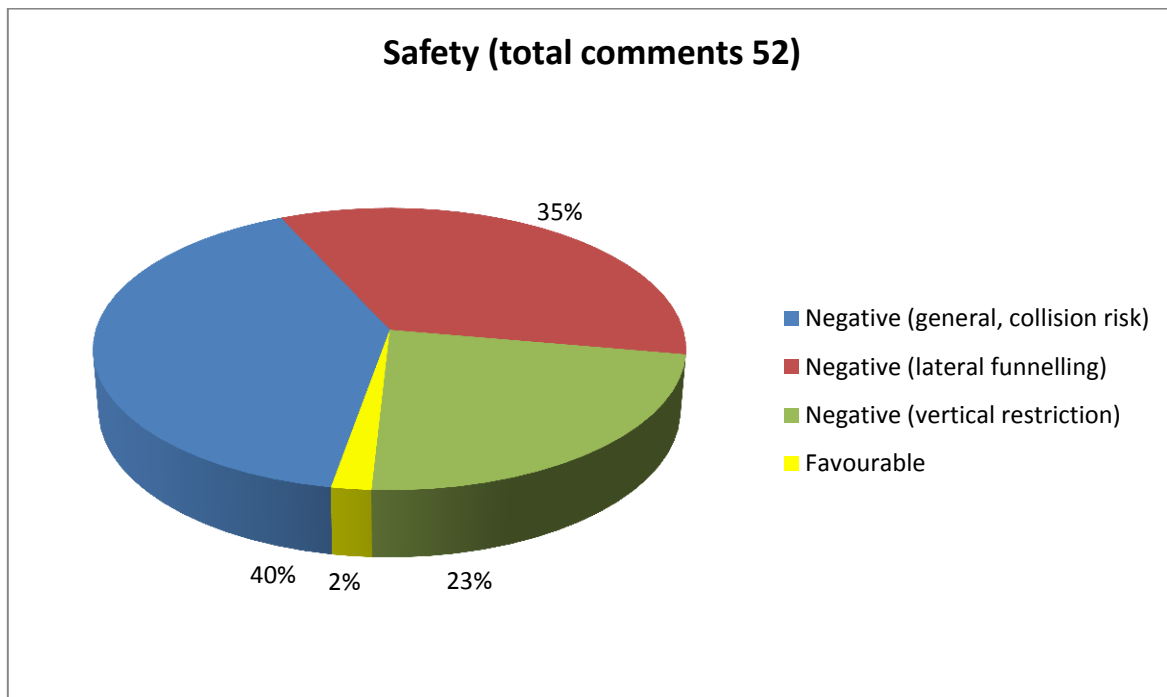


Figure 45 General nature of written responses to Part D with respect to Safety theme

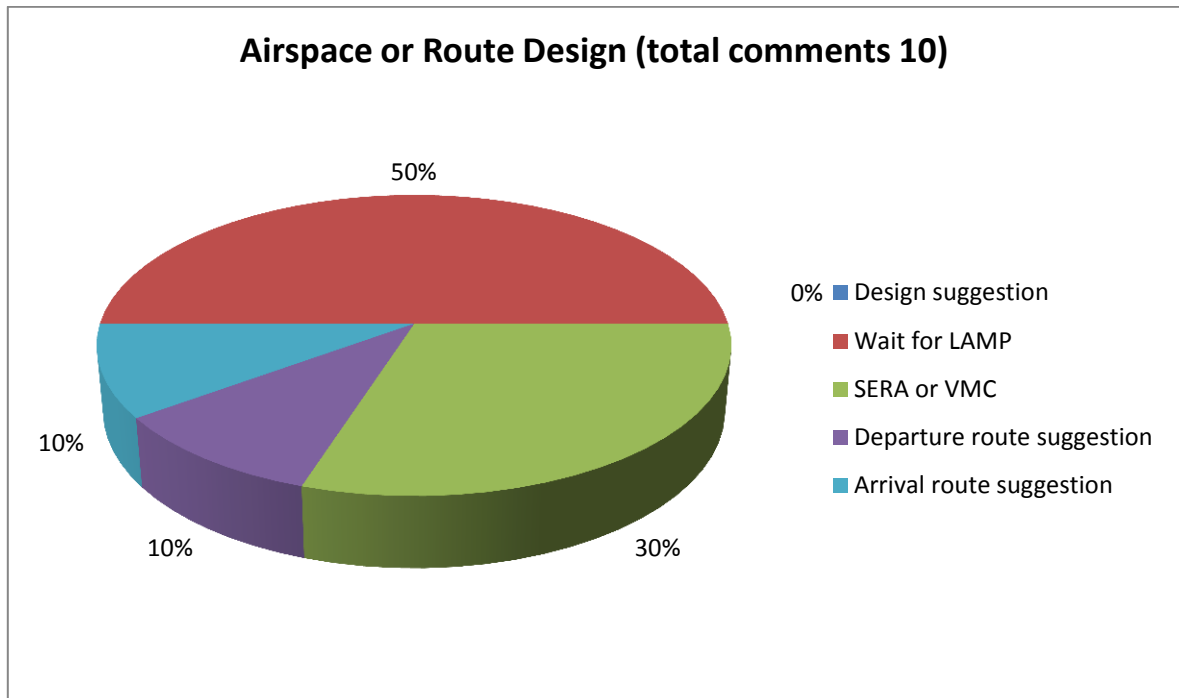


Figure 46 General nature of written responses to Part D with respect to Airspace or Route Design theme

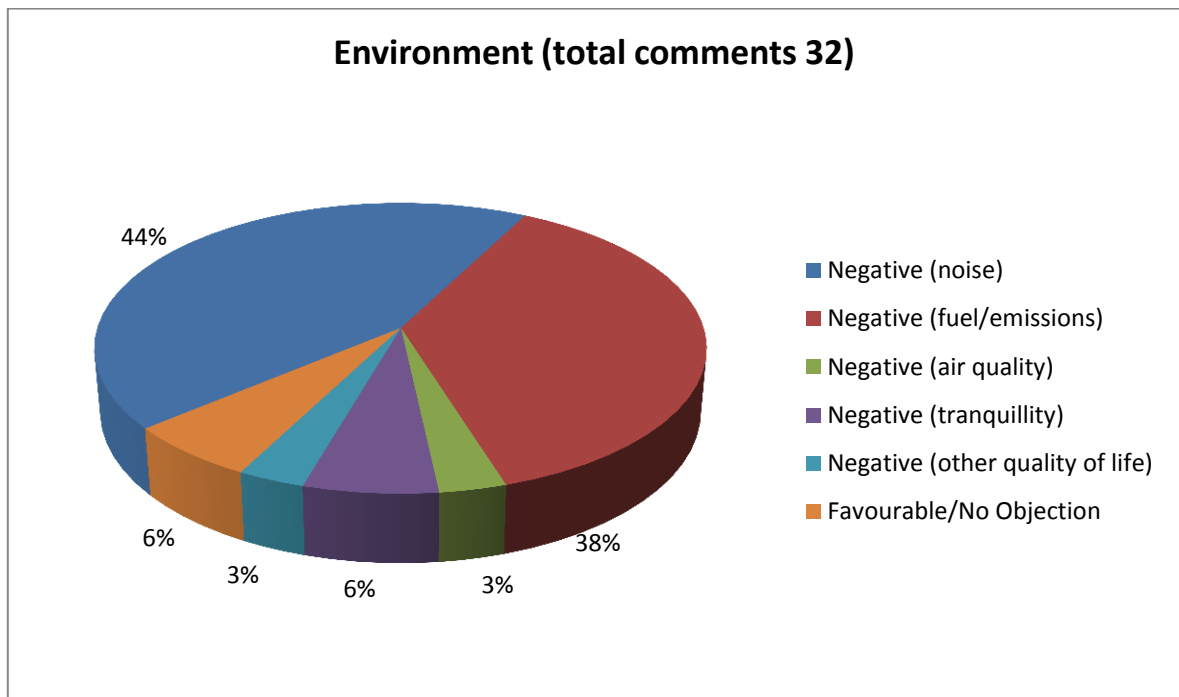


Figure 47 General nature of written responses to Part D with respect to Environment theme

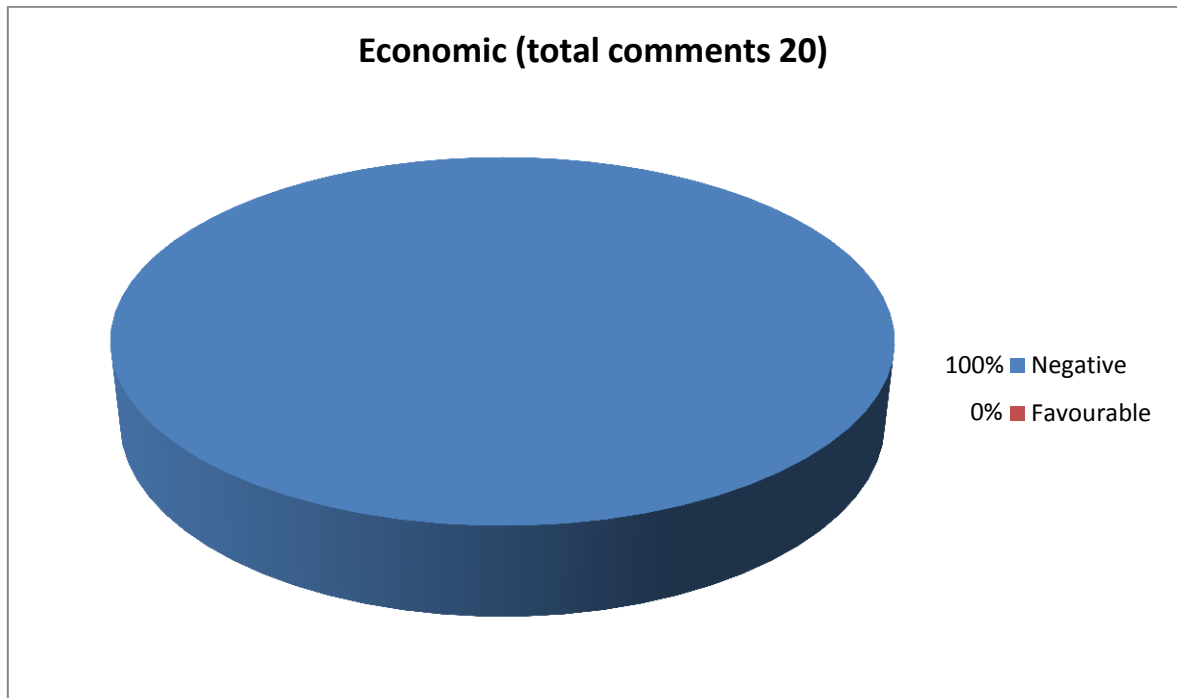


Figure 48 General nature of written responses to Part D with respect to Economic theme

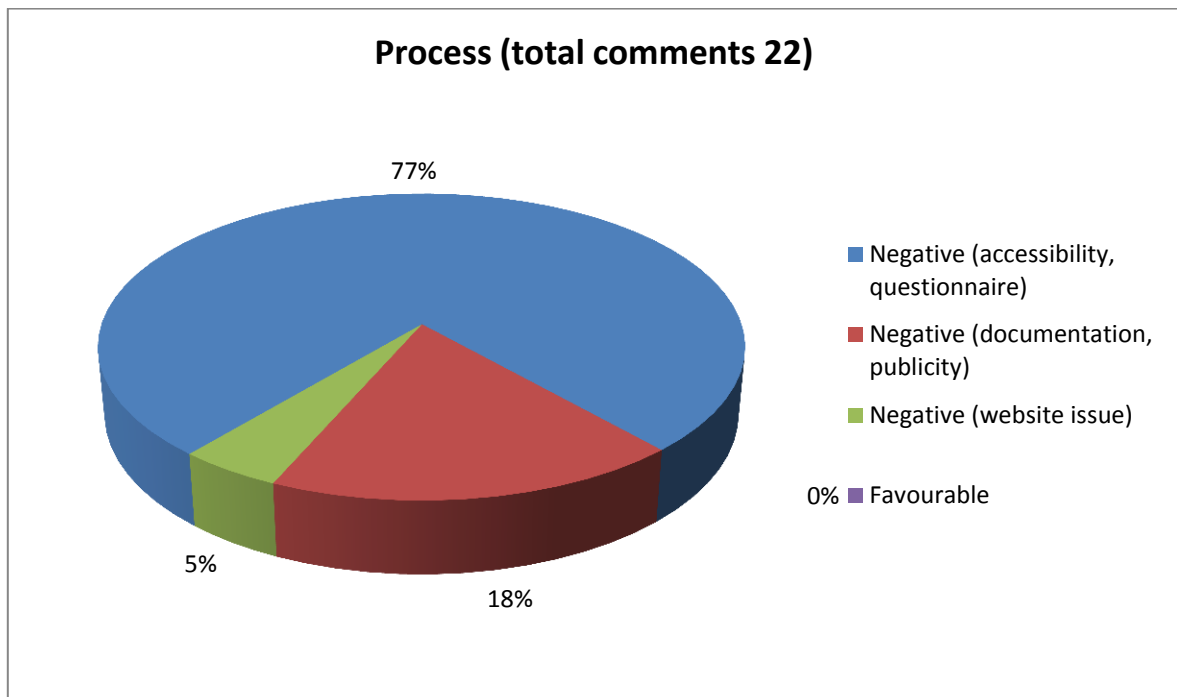


Figure 49 General nature of written responses to Part D with respect to Process theme

## 6. Analysis of Part E: Aviation Technical Information

- 6.1. This section provides analysis of feedback relevant to Part E of the consultation material. This includes responses to multiple-choice questions and themes extracted from supplied text, comments and documents associated with Part E.
- 6.2. See Sections 18 and 19 (starting on page A120 and A122 respectively) for the analysis method, definitions of usable response, themes, and what constitutes out-of-scope responses.
- 6.3. See Section 21 on page A134 for an aviation chart detailing the proposed airspace volumes.



**Feedback relevant to Part E of the consultation material:  
Multiple-Choice**

**Question E1 – Justification for Route Establishment**

This question is about the concept of establishing formal IFR routes.

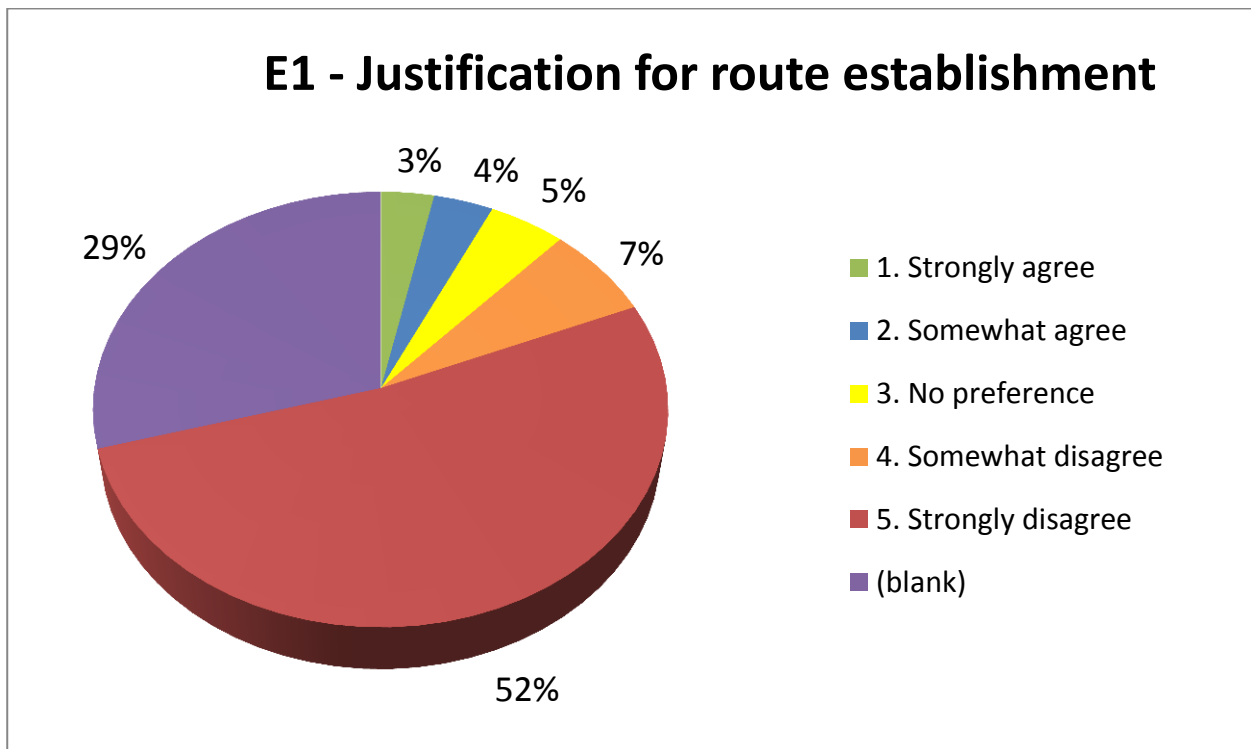
We will ask about the specific routes later.

Farnborough’s air traffic movements are predicted to increase beyond the point where ‘do nothing’ remains a sustainable option.

We believe the establishment of formal IFR departure and arrival routes is the safest way to manage this increase, because it would make the flight-paths very predictable for all airspace users.

Do you agree with our justification that establishing formal IFR departure and arrival routes is the best way to safely manage the increase in Farnborough’s traffic?

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 50: Analysis of Question E1**

6.4. **945** stakeholders responded for Part E. The above chart shows how Question E1 was answered, including 278 ‘blank’ responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

**Question E2 – Justification for establishing RNAV1 SIDs**

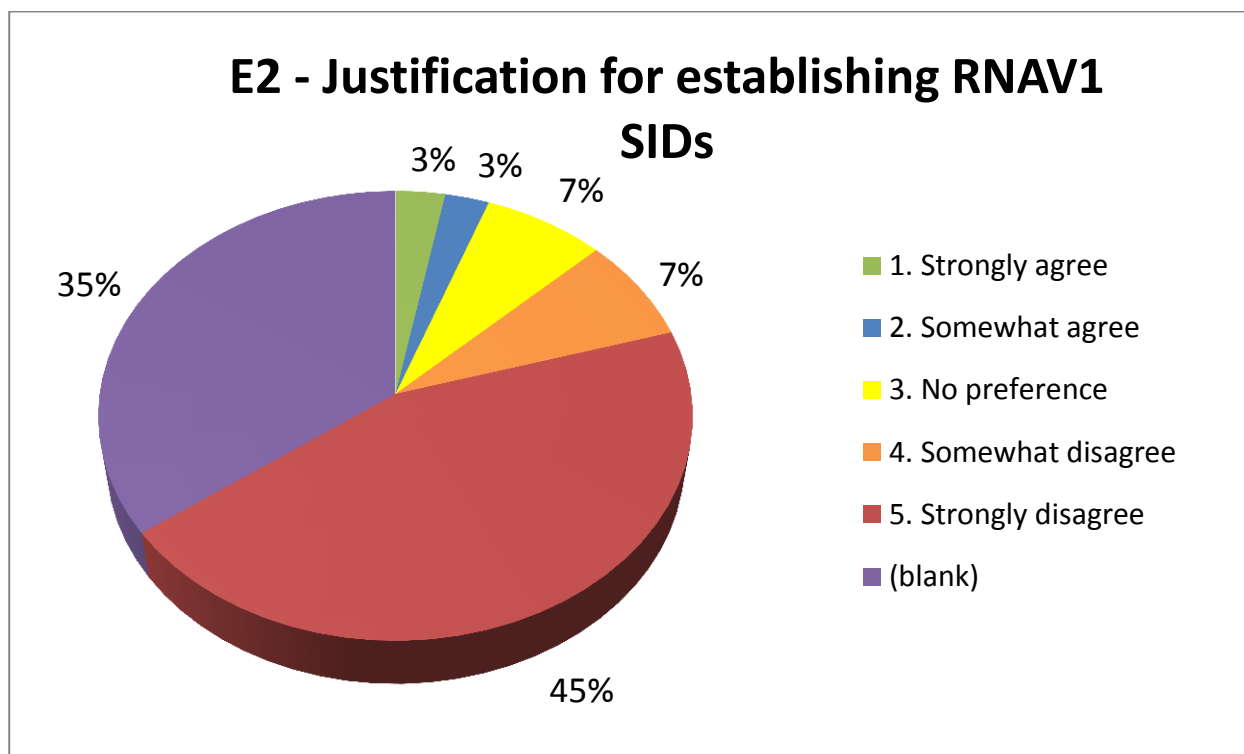
This question is about the concept of establishing RNAV1 SIDs. We will ask about the specific routes next.

The establishment of RNAV1 SIDs is the best way to manage our departures through this region, because it would make the departure routes more predictable for all users and would meet with the forthcoming FAS requirements for PBN procedures UK-wide. It would also require the least possible airspace.

SDRs, Omnis, RNAV5 SIDs and 'conventional' SIDs were discounted due to either being unsuitable for the required task, or for requiring excessive airspace 'take'.

Do you agree with our justification that establishing RNAV1 SIDs is the best way to safely manage the increase in Farnborough's traffic with the least possible change in airspace at low altitudes?

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 51: Analysis of Question E2**

6.5. **945** stakeholders responded for Part E. The above chart shows how Question E2 was answered, including 331 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

**Question E3 – Balance - Proposed tracks for specific RNAV1 SIDs**

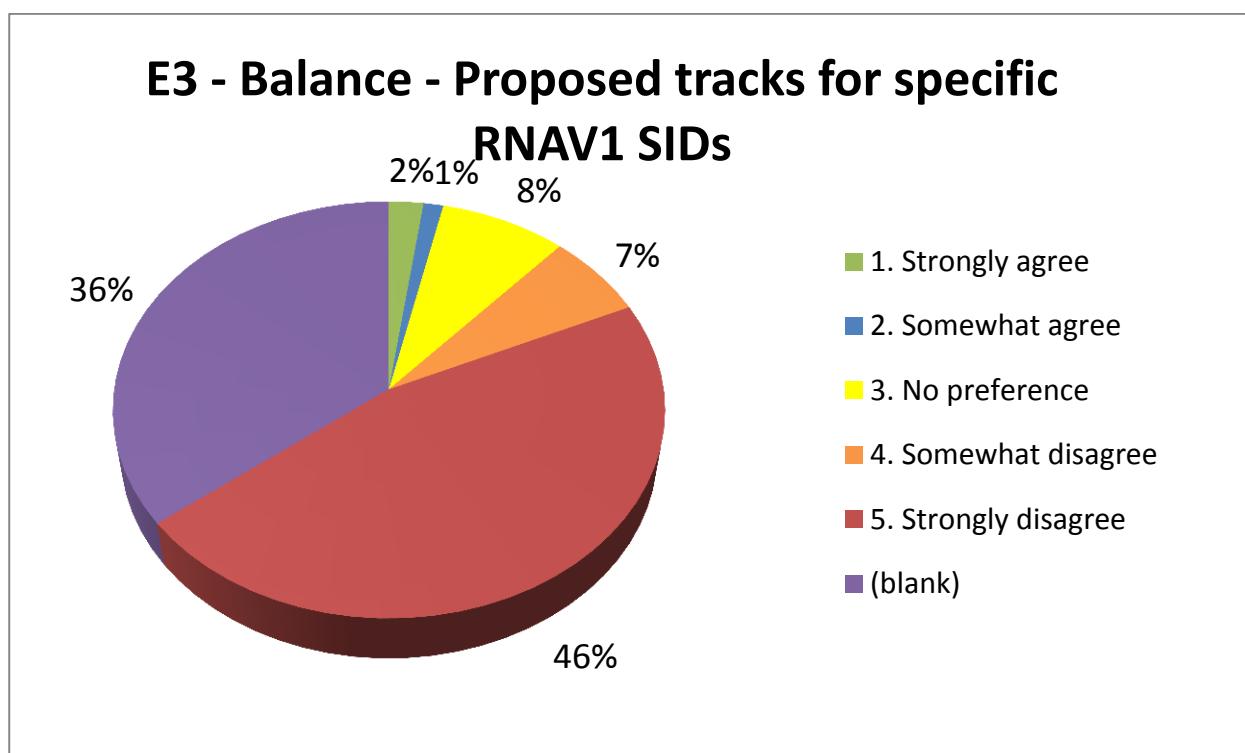
This question is about balance, regarding the specific tracks of the RNAV1 SIDs proposed.

Figure E1 in Part E shows the proposed tracks for our SIDs, including an occasional-use southbound SID if FUA is negotiated and activated.

Paragraphs 3.9-3.12 in Part E describe our priorities and the balance / compromise we strike between these priorities. The subsequent text in Section 3 describes why each SID is proposed to follow that particular track.

Do you agree with the way we balanced noise impact, initial altitudes and avoiding GA areas for the proposed SID tracks?

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 52: Analysis of Question E3**

- 6.6. **945** stakeholders responded for Part E. The above chart shows how Question E3 was answered, including 335 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

**Question E4 – Justification for establishing RNAV STARs**

This question is about the concept of establishing STARs.

We will ask about the specific routes next.

The establishment of RNAV1 and RNAV5 STARs is the best way to manage arrivals through this region, because it would make the arrival routes more predictable for all users and would meet with the forthcoming FAS requirements for PBN procedures UK-wide.

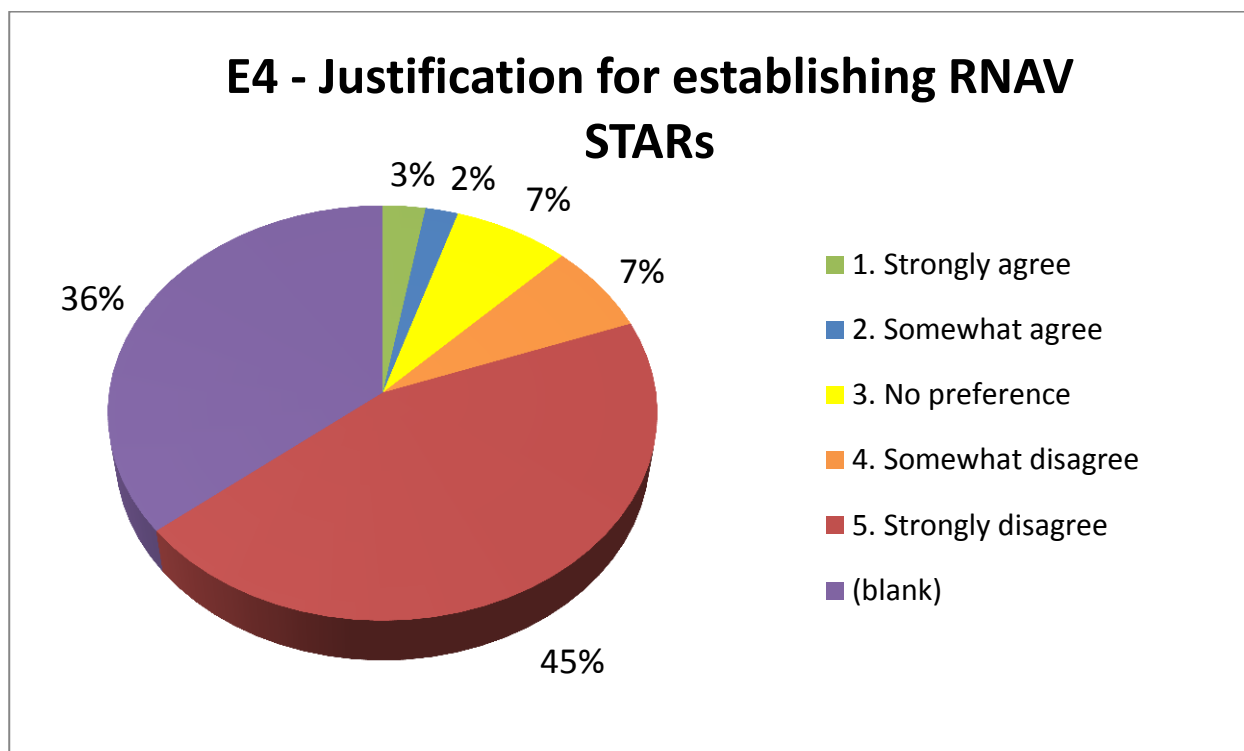
RNAV1 STARs require the least possible airspace at lower altitudes near the airport.

RNAV5 STARs require much more airspace, but they are designed to end at much higher altitudes further away from the airport(s).

We would still expect aircraft to accept radar vectors to final approach and to short-cut the STARs where appropriate (or if not suitably equipped), retaining flexibility.

Do you agree with our justification that establishing RNAV1 and RNAV5 STARs is the best way to safely manage the increase in Farnborough’s traffic with the least possible change in airspace at low altitudes?

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 53: Analysis of Question E4**

6.7. **945** stakeholders responded for Part E. The above chart shows how Question E4 was answered, including 339 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

**Question E5 – Balance - Proposed tracks for specific RNAV1 STARs**

This question is about balance, regarding the specific tracks of our arrivals.

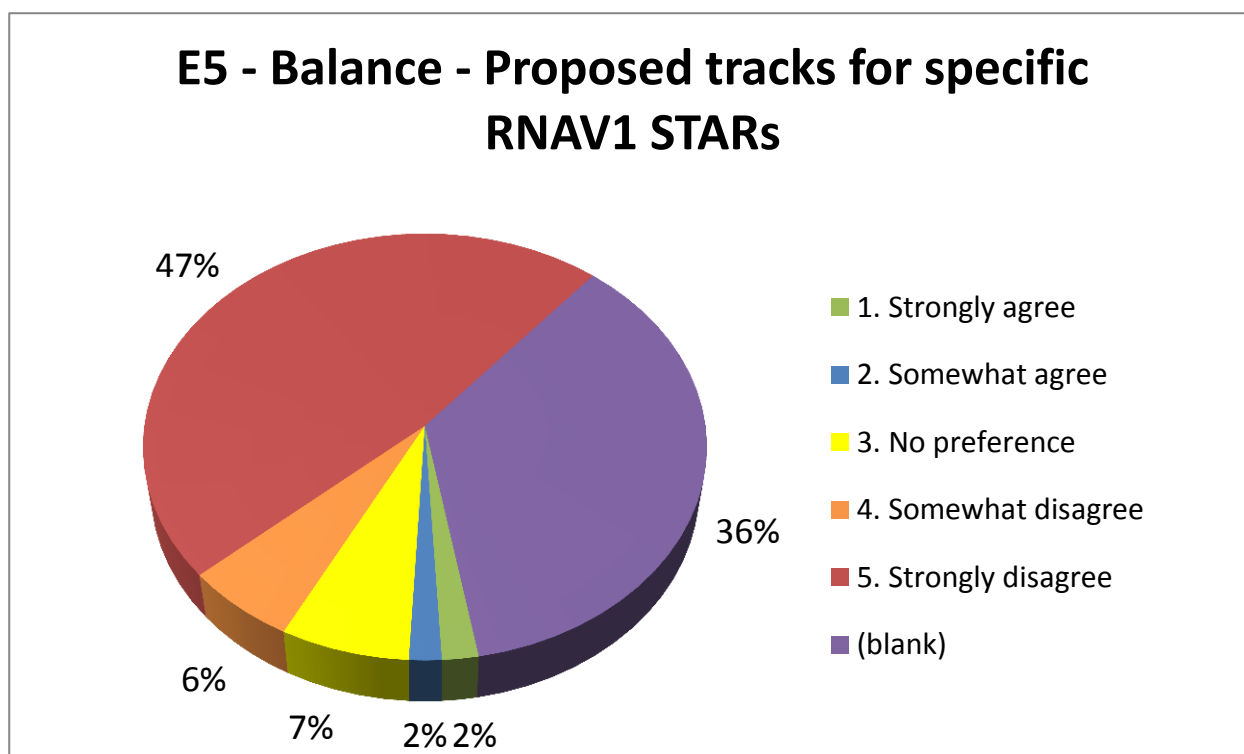
Figure E2 in Part E shows the proposed tracks for our arrival routes, including RNAV1 STARs that end at low altitude near the airport, RNAV5 STARs that end at high altitude some way from the airport, and the most likely radar vectoring tracks.

Paragraphs 4.4-4.7 describe our priorities and the balance / compromise we strike between these priorities.

The subsequent text in Section 4 describes why each arrival route is proposed to follow that particular track.

Do you agree with the way we balanced noise impact, descent profiles and avoiding GA areas for the proposed arrival tracks?

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 54: Analysis of Question E5**

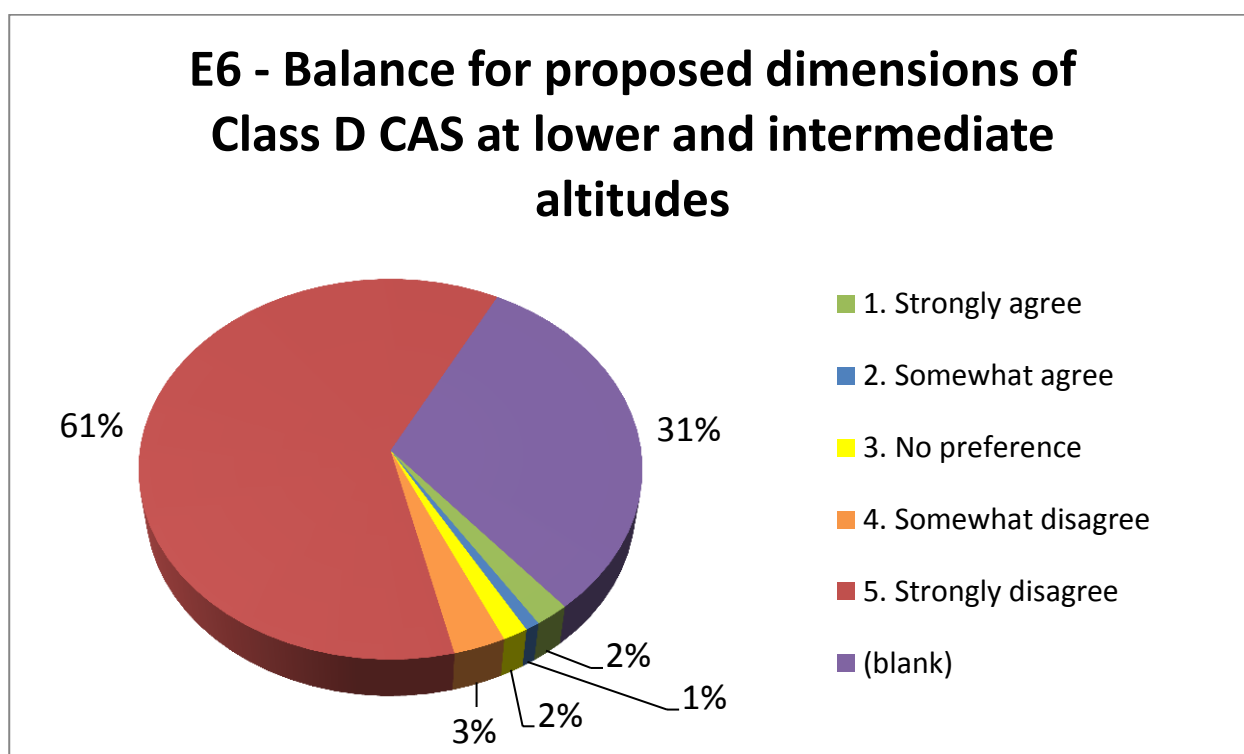
6.8. **945** stakeholders responded for Part E. The above chart shows how Question E5 was answered, including 341 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

**Question E6 – Balance for proposed dimensions of Class D CAS at lower and intermediate altitudes**

This question is about balance. It is about proposing the fewest possible restrictions to airspace users (Class D CAS at low and intermediate altitudes, affording VFR flight with clearance, and potentially releasing a volume of Gatwick CAS to Class G), whilst remaining confident that infringement risks have been mitigated as much as possible.

Do you agree with our balance - that the Class D CAS proposed here is the minimum required, consistent with safely mitigating against infringement risks?

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 55: Analysis of Question E6**

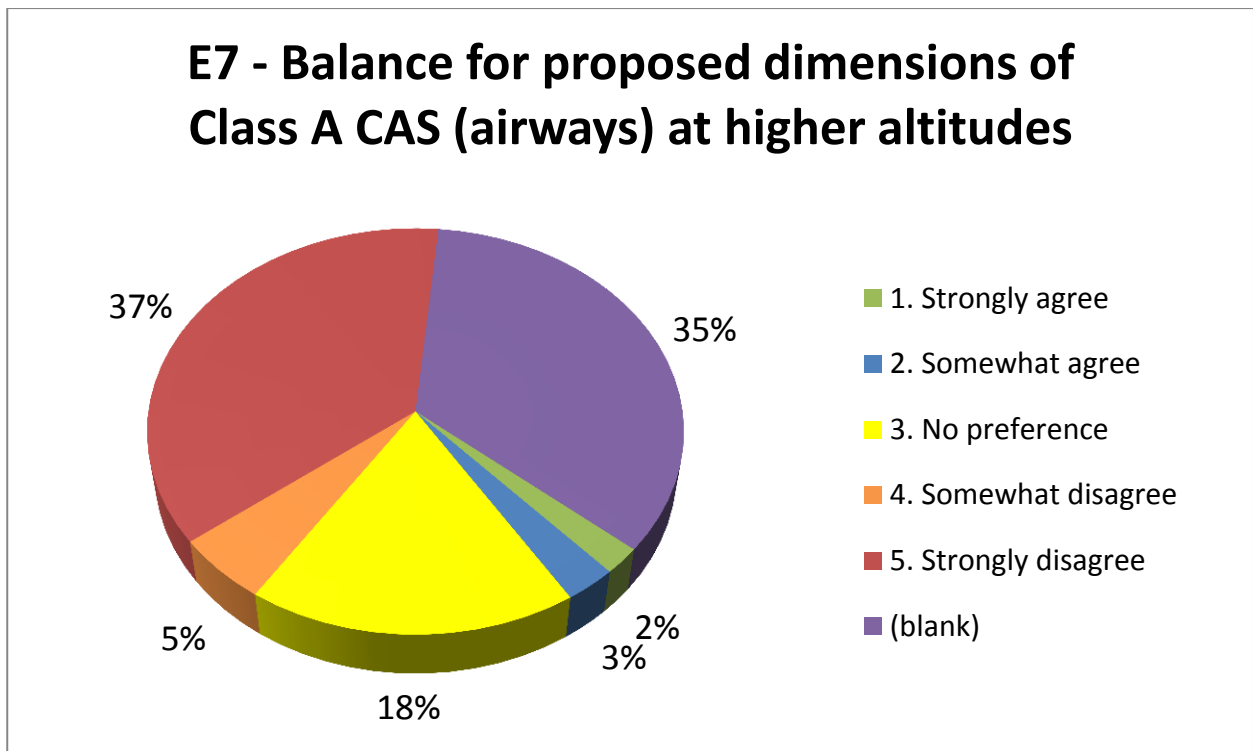
6.9. **945** stakeholders responded for Part E. The above chart shows how Question E6 was answered, including 295 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

**Question E7 – Balance for proposed dimensions of Class A CAS (airways) at higher altitudes**

This question is also about balance. It is about proposing the fewest possible restrictions to airspace users at higher altitudes whilst remaining confident that links to and from the en-route airway environment via LTC are as predictable and efficient as possible.

Do you agree with our balance - that the Class A CAS proposed here is the minimum required, consistent with efficient use and safely mitigating against infringement risks?

1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 56: Analysis of Question E7**

6.10. **945** stakeholders responded for Part E. The above chart shows how Question E7 was answered, including 327 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

**Question E8 – Funnelling in the vicinity of OCK**

This question is about proposed mitigations for this potential scenario.

In order to mitigate against the potential funnelling between the proposed Farnborough CTR/CTA and Gatwick CTR/CTA, we explain in Section 5 that an RMZ in the Class G volume west of OCK, combined with a potential release of a triangle of Class A to Class G at the northwestern corner of the Gatwick CTA, would provide the least restrictive solution to other airspace users without needing to establish additional Class D CAS.

Remember that the triangle release of Class A to Class G is under negotiation and may ultimately not be supported by Gatwick. The size of the triangle is the largest possible, allowing Gatwick's operation to continue unhindered.

LARS would continue to provide ATSOCAS on request, regardless of this proposal.

Which statement best describes your opinion about funnelling in this area?

Choose one option from the RMZ section below, and one option from the Triangle Release section below that.

If none apply, select 'Other' and send us your comments:

**RMZ Section**

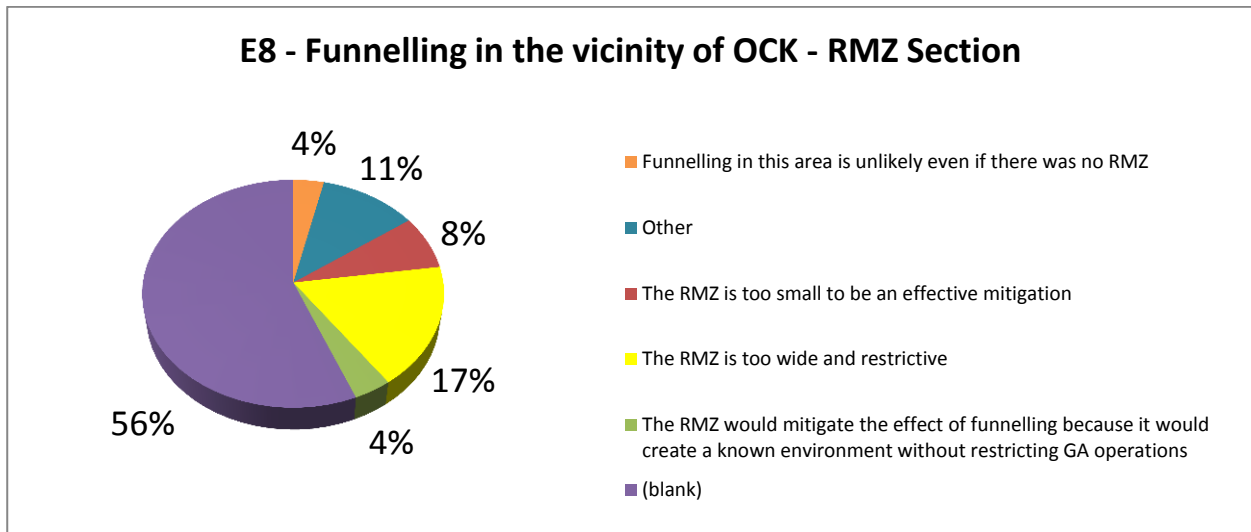
- 1 The RMZ would mitigate the effect of funnelling because it would create a known environment without restricting GA operations
- 2 The RMZ is too small to be an effective mitigation (add comments if you wish)
- 3 The RMZ is too wide and restrictive (add comments if you wish)
- 4 Funnelling in this area is unlikely even if there was no RMZ
- 5 Other (please add comments)

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**Triangle Release Section**

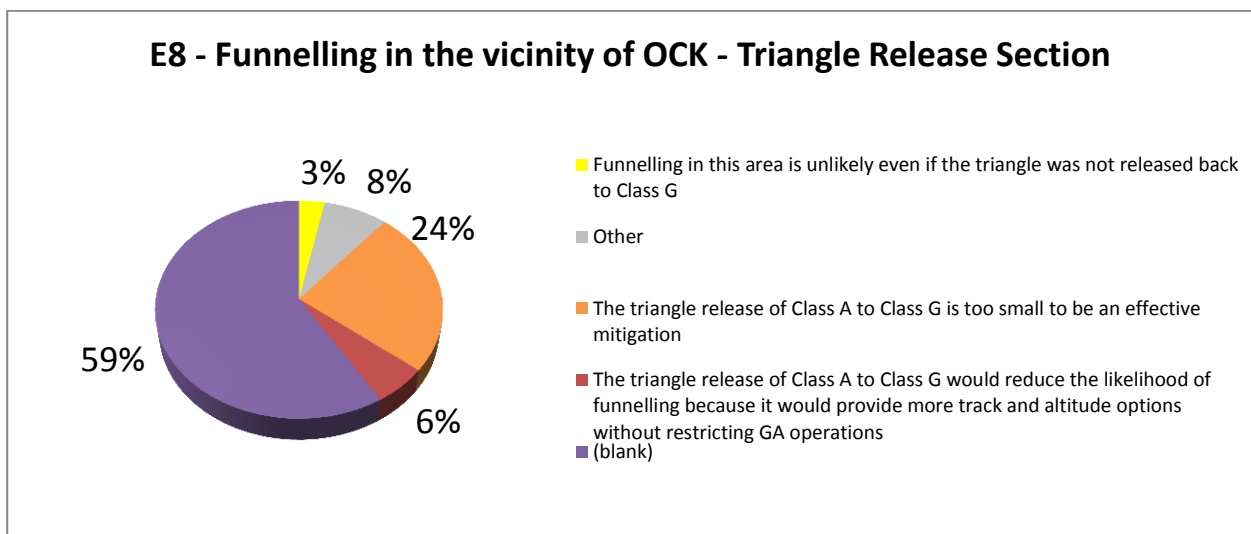
- 1 The triangle release of Class A to Class G would reduce the likelihood of funnelling because it would provide more track and altitude options without restricting GA operations
- 2 The triangle release of Class A to Class G is too small to be an effective mitigation (add comments if you wish)
- 3 Funnelling in this area is unlikely even if the triangle was not released back to Class G.
- 4 Other (please add comments)





**Figure 57: Analysis of Question E8 (RMZ section)**

6.11. **945** stakeholders responded for Part E. The above chart shows how Question E8 (RMZ) was answered, including 531 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.



**Figure 58: Analysis of Question E8 (Triangle Release section)**

6.12. **945** stakeholders responded for Part E. The above chart shows how Question E8 (Triangle Release) was answered, including 555 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

6.13. Only 6% of Part E stakeholders (53 responses) felt positively about the triangle release, translating to 14% of those that answered this question.

**Question E9 – Airspace Sharing Part 1- FUA – Gliders only**

This question is about the potential benefit of FUA and comes in two parts.

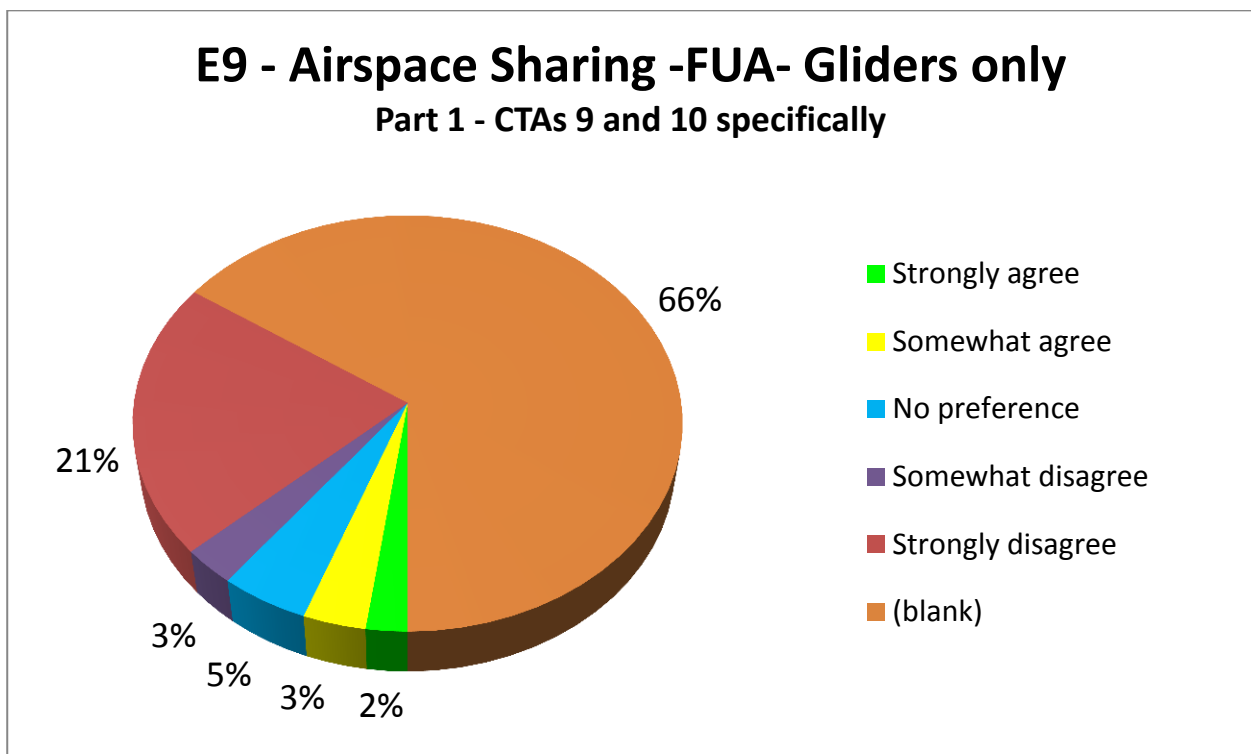
Part 1 – CTAs 9 and 10 specifically

In Part E we described how an alternate southbound SID might be employed, temporarily ensuring that two volumes of Class D (CTAs 9 and 10) would not be used IFR by Farnborough aircraft for defined periods. This could potentially benefit organised gliding events organised by the competent organisation. The CTAs would remain available to all VFR users upon request, i.e. they would not be 'reserved' for sole use of gliders.

Note that this depends on negotiations still to be had, and must require the establishment of robust safety agreements between party organisations.

To what extent do you agree with the following statement: FUA would benefit the gliding community if CTA9 and 10 could be 'cleared' of IFR aircraft by activating a pre-arranged agreement (details to be negotiated)?

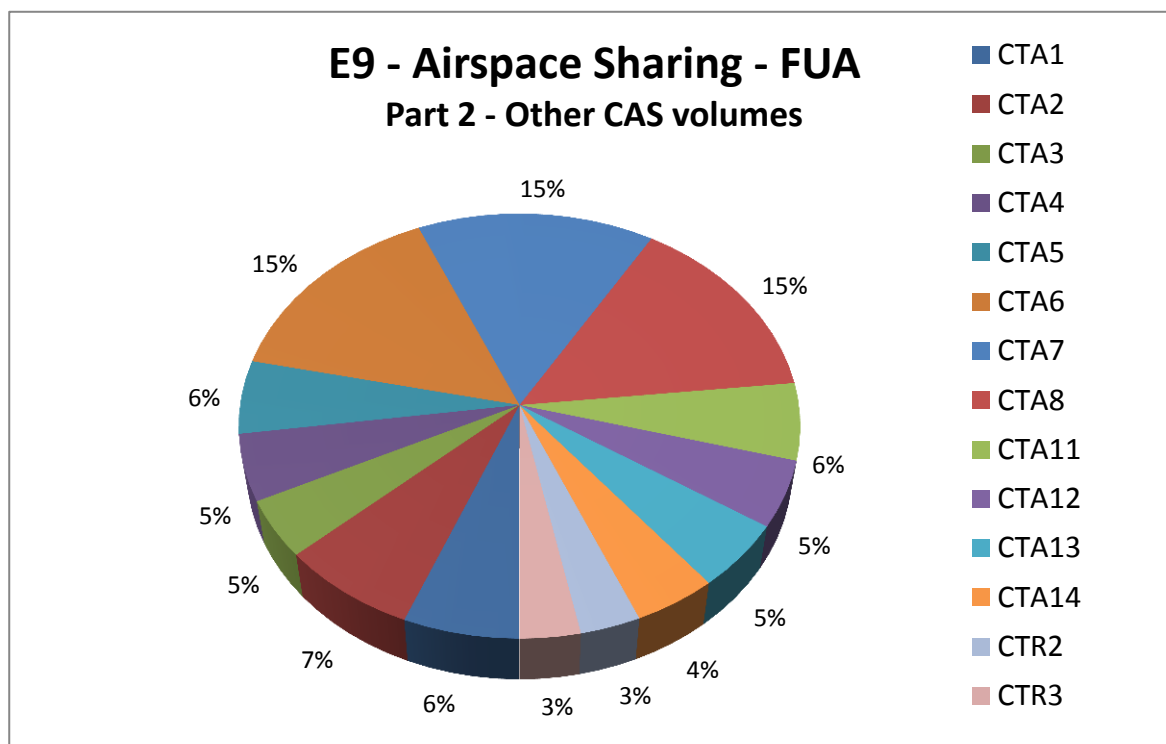
1 Strongly agree, 2 Somewhat agree, 3 No preference, 4 Somewhat disagree, 5 Strongly disagree



**Figure 59: Analysis of Question E9**

- 6.14. **945** stakeholders responded for Part E. The above chart shows how Question E1 was answered, including 618 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.
- 6.15. Only 6% of Part E stakeholders (53 responses) felt positively about the FUA for gliders, translating to 16% of those that answered this question.

**Question E9 - Airspace Sharing Part 2 – Other volumes of proposed CAS – Gliders only**  
 Please consider the other volumes of CAS shown in Figure E3 (not CTA9 or CTA10).  
 If you believe an FUA arrangement would benefit your organisation, which of the remaining CAS volumes would be the most appropriate for us to consider?



**Figure 60: Analysis of Question E9 Part 2**

- 6.16. **753** responses were received for this particular question. One response is defined as one single selection of one single CAS volume.
- 6.17. A stakeholder could select any one of, any combination of, or all fourteen of the CAS volumes in response to this question.
- 6.18. CTA6, CTA7 and CTA8 were the most commonly selected CAS volumes for this question.
- 6.19. See Section 21 on page A134 for an aviation chart detailing the proposed airspace volumes.

**Question E10 – VFR transit through the proposed CTR**

This question is about visual reference points (VRPs) and transit routes. If you regularly fly VFR in this area, please use your local knowledge to consider these places and tell us how suitable you think they would be.

The railway line Woking to Hook and vice versa is an already-established existing line feature, and Wisley disused aerodrome is also an established landmark.

If these suggestions are not suitable, please suggest a local alternative.

Godalming (specifically where the River Wey crosses the railway line)

This VRP is suitable OR This VRP is unsuitable, a local alternative is (please describe)

Tongham (A31 junction with A331)

This VRP is suitable OR This VRP is unsuitable, a local alternative is (please describe)

M3 Junction 3 at Lightwater

This VRP is suitable OR This VRP is unsuitable, a local alternative is (please describe)

M3 Junction 4 at Frimley

This VRP is suitable OR This VRP is unsuitable, a local alternative is (please describe)

Wokingham (specifically where the two railway lines join)

This VRP is suitable OR This VRP is unsuitable, a local alternative is (please describe)

Fleet Pond

This VRP is suitable OR This VRP is unsuitable, a local alternative is (please describe)

- 6.20. For this question about the 6 suggested VRPs listed above, the responses supplied by stakeholders fell into five categories as follows:
- The suggested VRP would be suitable
  - The suggested VRP is not suitable, and an alternative is suggested
  - The suggested VRP is not suitable, no alternative is suggested
  - Do not make any changes at all, cancel the entire proposal
  - Other comments out of scope (not relevant to the question asked)
- 6.21. The intent of this question was to gather usable information about items (a) and (b) above. This has been done and will be considered in the ongoing airspace design.
- 6.22. Items (c), (d) and (e) are less useful in making decisions about the airspace design.
- 6.23. There were **809** responses split into approximately 135 per VRP.
- 6.24. One response is defined as an answer to one single VRP suggestion.
- 6.25. A stakeholder could answer any one of, any combination of, or all six of the VRP suggestions in response to this question.

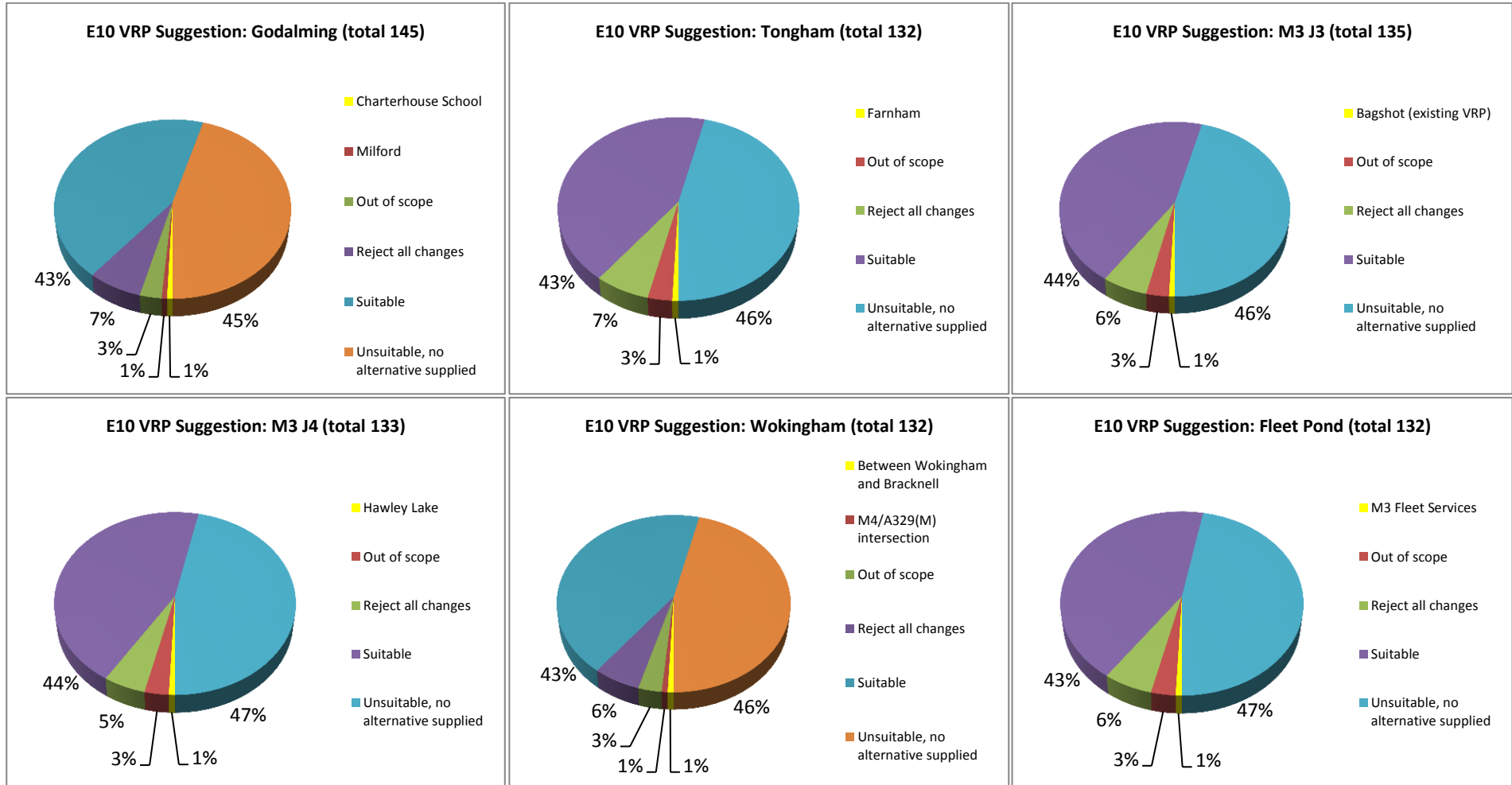


Figure 61: Analysis of Question E10 VRP suggestions

**Question E11 – For VFR pilots - regarding Class D transit in general**

This question is about how often you, as a pilot, contact a Class D ATC unit to request VFR transit of a CTR or CTA.

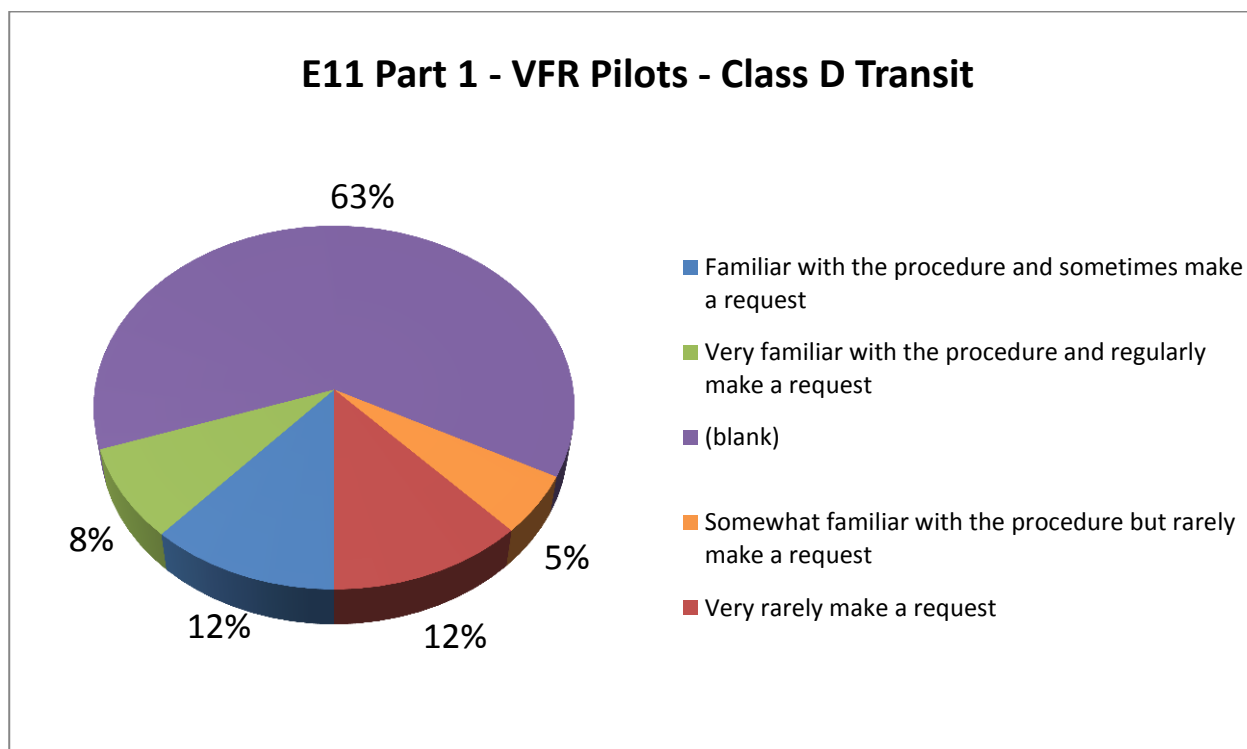
Do you already use standard RT procedures to request entry to Class D CAS within the UK?

- 1 Very familiar with the procedure and regularly make a request
- 2 Familiar with the procedure and sometimes make a request
- 3 Somewhat familiar with the procedure but rarely make a request
- 4 Very rarely make a request

If you did not answer 1 or 2, what could Farnborough ATC do to improve that likelihood?

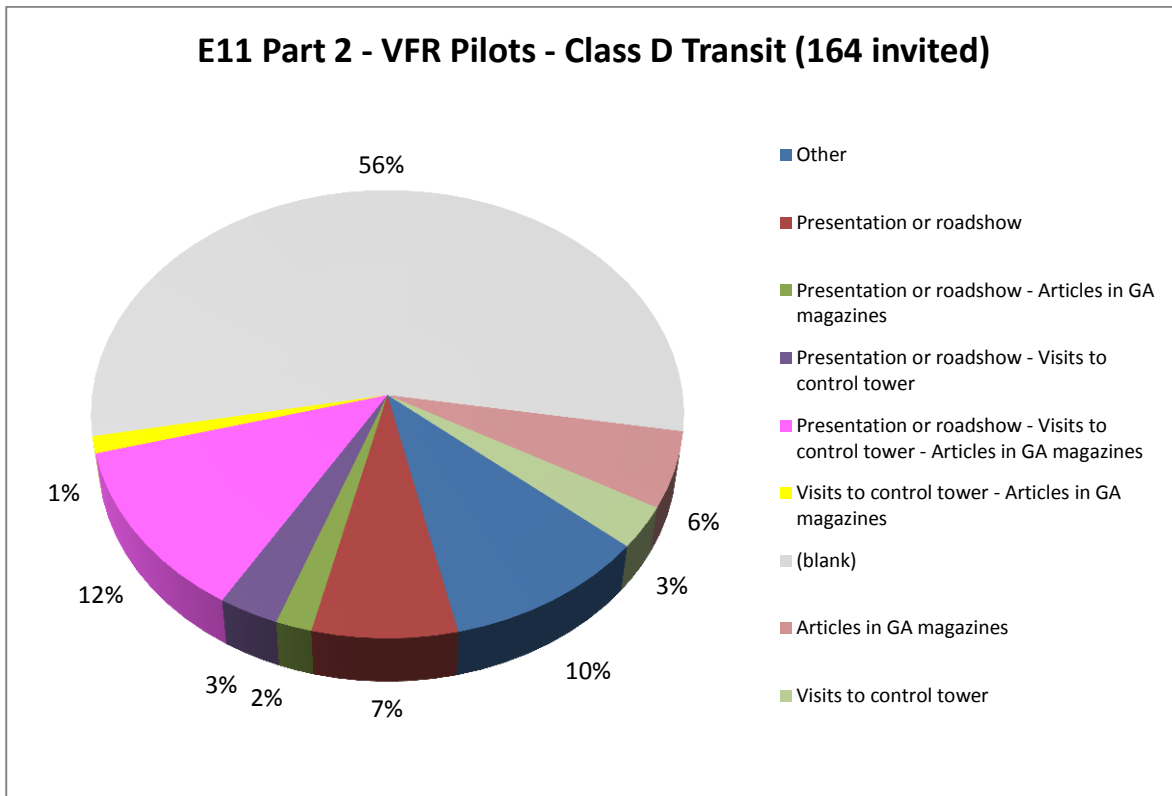
Which of the following would be useful to you, as a VFR pilot flying in the vicinity of Farnborough’s CAS if it was implemented? Choose all that apply.

- 1 Presentation or roadshow by ATC staff to local flying organisations
- 2 Visits by local flying organisations to Farnborough control tower
- 3 Articles in GA magazines or newsletters
- 4 Other (please describe)



**Figure 62: Analysis of Question E11 Part 1**

6.26. **945** stakeholders responded for Part E. The above chart shows how Question E11 Part 1 was answered, including 594 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

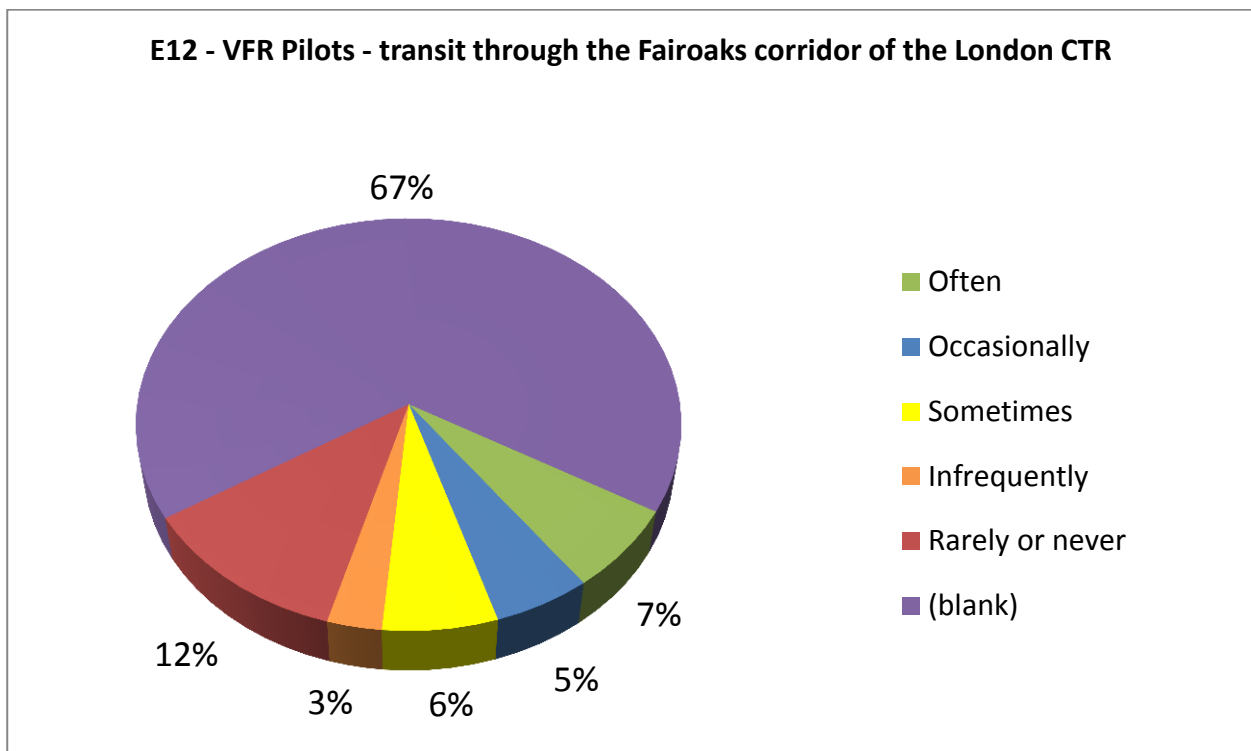


**Figure 63: Analysis of Question E11 Part 2**

- 6.27. In Question E11 Part 1, where the stakeholder answered 'Somewhat familiar but rarely make a request' or 'Very rarely make a request' they were invited to respond to a supplementary question.
- 6.28. **164** stakeholders were specifically invited to respond to this supplementary question. The above chart shows how part 2 of Question E1 was answered, including 91 'blank' responses where stakeholders were specifically invited to answer this question but declined.
- 6.29. All selection combinations were possible, and are shown in the key to the above chart.

**Question E12 – For VFR pilots - transit through the proposed delegated corridor of the London CTR**

This question is about the likely use of this transit corridor between Fair Oaks and Bracknell. If you regularly fly VFR in the Farnborough area, please use your local knowledge to consider this bi-directional corridor, and tell us how useful you think it would be. In SVFR conditions it would not be available for general transit – it would only be available for Fair Oaks arrivals and departures. Assuming the Farnborough CTR and CTAs are implemented as per this proposal, to what extent would you be likely to request access to this corridor? Often, Sometimes, Occasionally, Infrequently, Rarely or never



**Figure 64: Analysis of Question E12**

6.30. **945** stakeholders responded for Part E. The above chart shows how Question E12 was answered, including 635 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

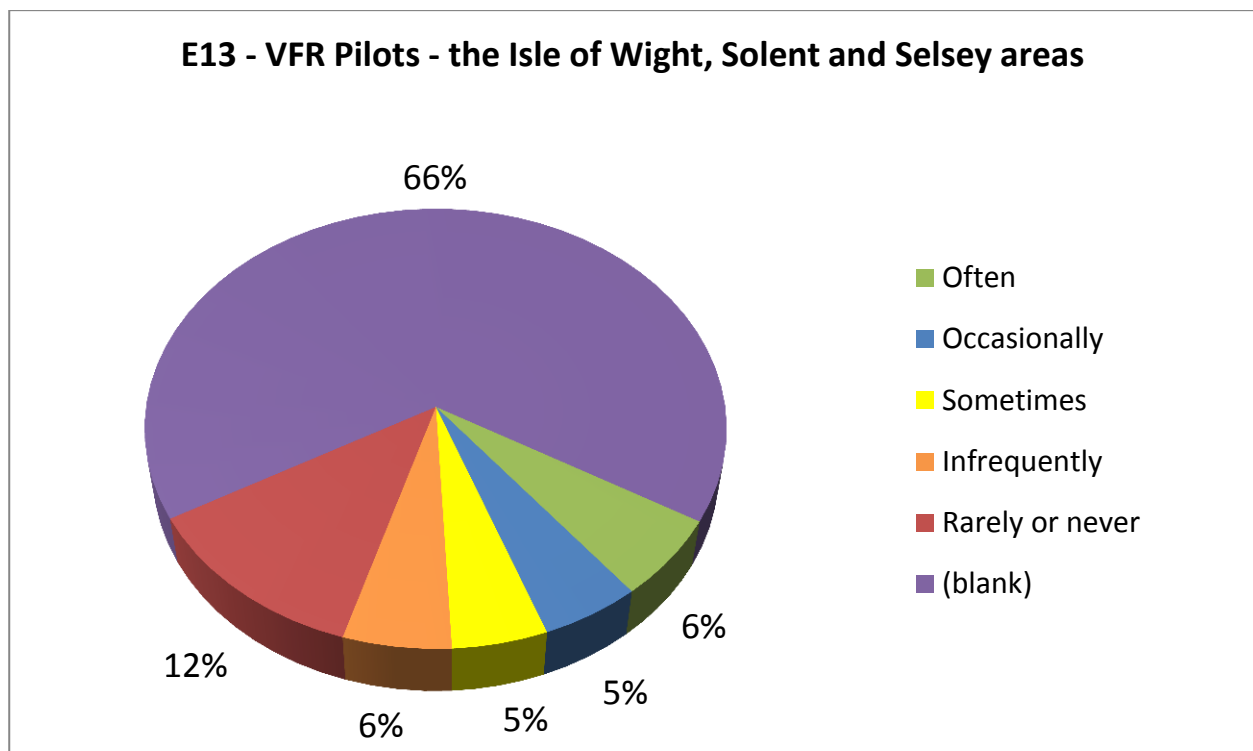


**Question E13 – For VFR pilots - the Isle of Wight, Solent and Selsey areas**

This question is about the likely impact of the proposed lowering of Class A airway bases on VFR GA in this region.

Assuming the Class A airway bases are lowered to FL65 as per this proposal, how often would your operation be impacted in this area?

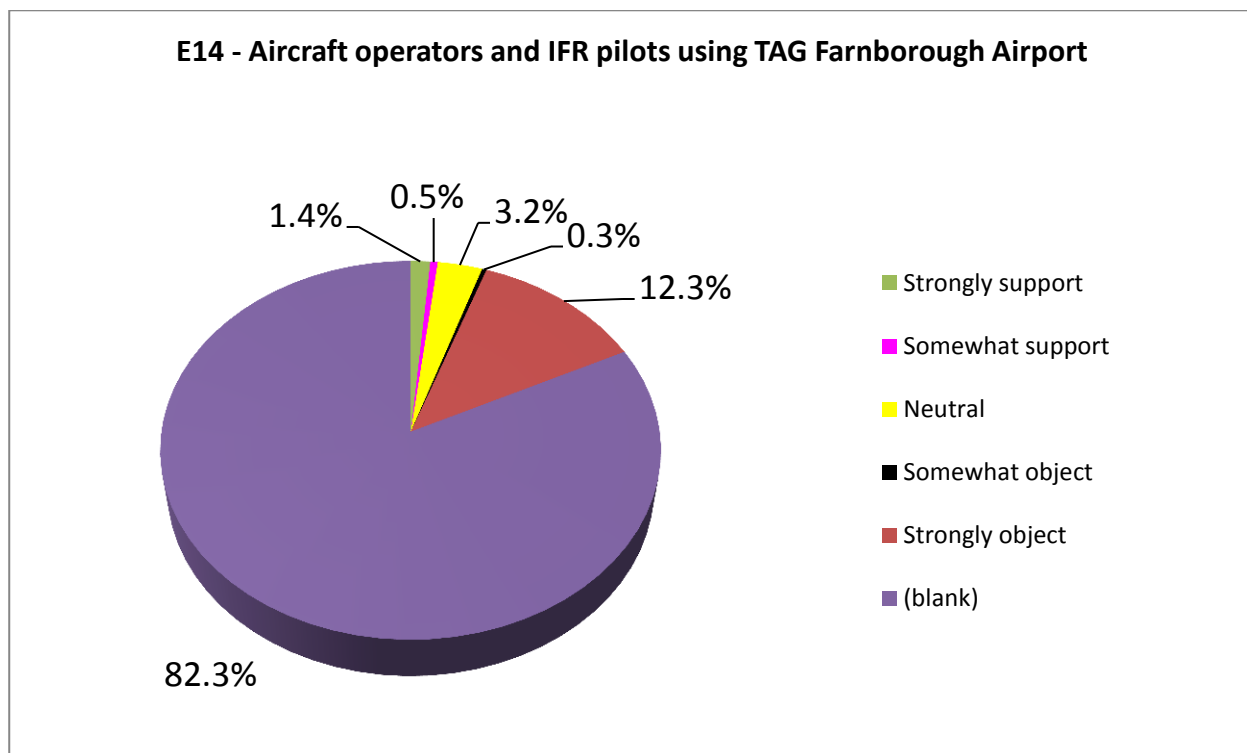
Often, Sometimes, Occasionally, Infrequently, Rarely or never



**Figure 65: Analysis of Question E13**

6.31. **945** stakeholders responded for Part E. The above chart shows how Question E13 was answered, including 628 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

**Question E14 – Aircraft operators and IFR pilots using TAG Farnborough Airport**  
 This question is about your support of the proposal, based on your opinion of how it would affect your IFR operation.  
 In particular, please consider whether this proposal would bring the stated benefits of a predictable and efficient service to your operation, and balance the scale of these benefits against the potential short-term fuel increase for certain routes.  
 To what extent do you support this proposal as detailed in our consultation?  
 Strongly support, Somewhat support, Neutral, Somewhat object, Strongly object



**Figure 66: Analysis of Question E14**

- 6.32. **945** stakeholders responded for Part E. The above chart shows how Question E14 was answered, including 778 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.
- 6.33. It was noticed that many of these responses did not come from users of TAG Farnborough Airport (e.g. correlation of names/email addresses against responses to other questions, and known aircraft operators at the airport).
- 6.34. We interpret this as an effort to discredit or skew the results by supplying negative answers. Anecdotally the proposal has been supported by pilots and aircraft operations staff known to use the airport. Nevertheless the complete results are presented here.

**Question E15 – Powered GA VFR pilots – Where would you fly if CAS is implemented?**

This question is about where you, as a powered GA pilot, would choose to fly, assuming the CAS presented here is implemented. This question comes in two parts – one about the general impact of CAS, the second specifically about transiting the vicinity of Lasham.

Tell us whether you would request a transit, or if you would fly around the new CAS (and if so, where), or whether you would choose to operate in a different place from today (where?)

We have provided a template based on the descriptions of the main blocks of CAS in Section 5 – you may use this template, or supply your own equivalent text. Structuring your response like this makes it easier for us to analyse your feedback, making it more effective on your behalf.

**Part 1 General impact****Regarding this airspace structure...**

The CTR

CTA3 and the RMZ to the east of Farnborough

CTA2 and CTA4 to the west of Farnborough

CTA1 to the northwest of Farnborough

CTA5-CTA14 complex to the south of Farnborough

Airways/CTAs over the IOW/Solent/South Coast

**If I was planning to fly in this vicinity, I would...**

Contact LARS to request a CAS or RMZ transit

Fly beneath the CTA

Avoid this area by flying around it to the north

Avoid this area by flying around it to the south

Avoid this area by flying around it to the east

Avoid this area by flying around it to the west

Avoid this area and fly elsewhere (please briefly describe where)

Other (please describe)

You are welcome to provide a statement to support your answer.

**Part 2 Flights in the vicinity of Lasham****If I was flying from the south or east of Farnborough, and did not intend to transit the new CTR, I would probably fly...**

New Alresford – CPT staying well west of the Lasham area

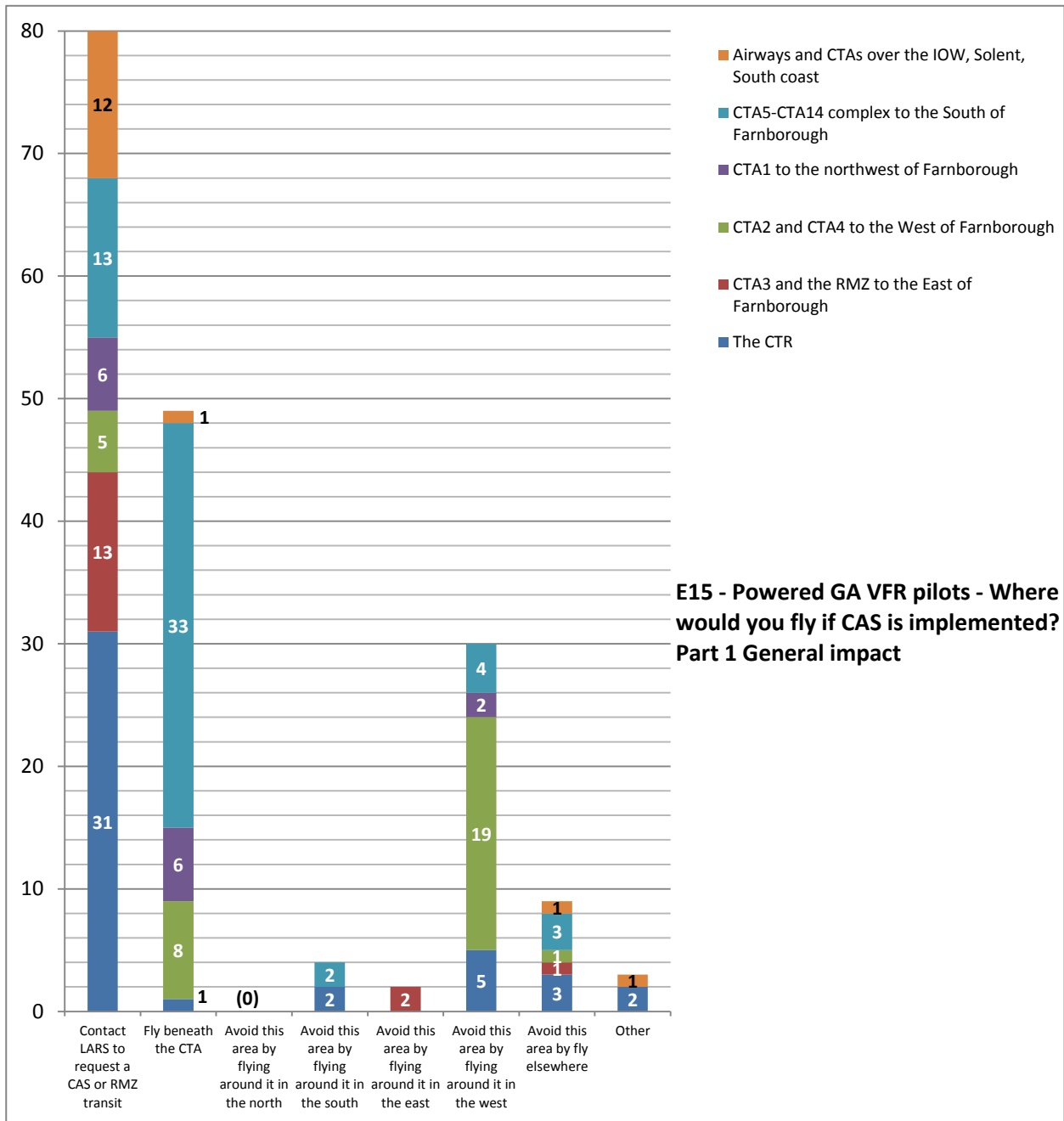
Ropley – CPT staying west of the Lasham area

Four Marks – CPT avoiding the Lasham intense glider activity circle on the VFR chart

Alton – Lasham overhead – CPT

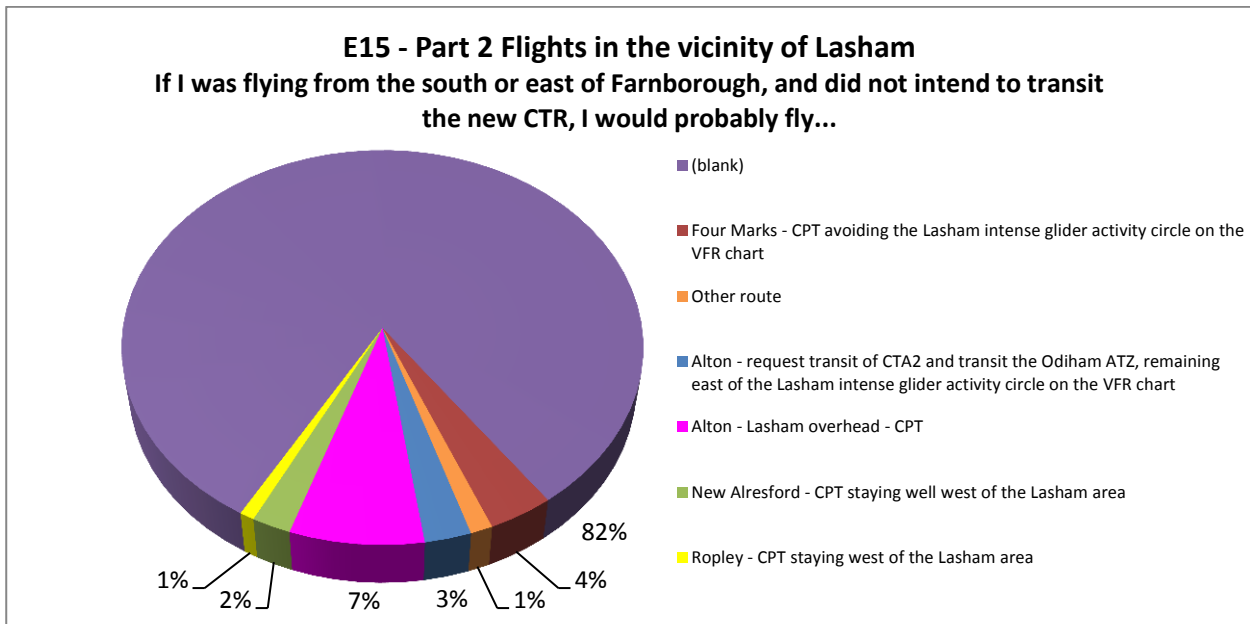
Alton – request transit of CTA2 and transit the Odiham ATZ, remaining east of the Lasham intense glider activity circle on the VFR chart

Other route (please describe)



**Figure 67: Analysis of Question E15 Part 1**

- 6.35. 177 responses were received for this particular question.
- 6.36. One response is defined as one single selection of one single option. Stakeholders could answer any, some or all of the permutations.
- 6.37. This chart illustrates how stakeholders said they would behave when presented with the CAS volumes proposed in the consultation.



**Figure 68: Analysis of Question E15 Part 2**

- 6.38. **945** stakeholders responded for Part E. The above chart shows how Part 2 of Question E15 was answered, including 772 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.
- 6.39. The primary intent of this part of this question was to ask powered GA VFR pilots how they would behave if avoiding the proposed CTR. The most common response involves flying through the Lasham overhead. This is 7% on this chart, or 72 out of the 173 responses received (42%).

**Question E16 – Use of Farnborough LARS West 125.25MHz**  
 This question is about your use of Farnborough LARS West.  
 How do you currently use it and how would you use it if the proposal was implemented?  
 Which two statements best describe your current use of LARS West, and how you think you would use it if this proposal was implemented?  
 Choose one from each column

Today, I...	If this proposal was implemented, I...
1 Use LARS frequently	1 Would use LARS more often
2 Use LARS occasionally	2 Would use LARS the same as today
3 Use LARS rarely/never	3 Would use LARS less often

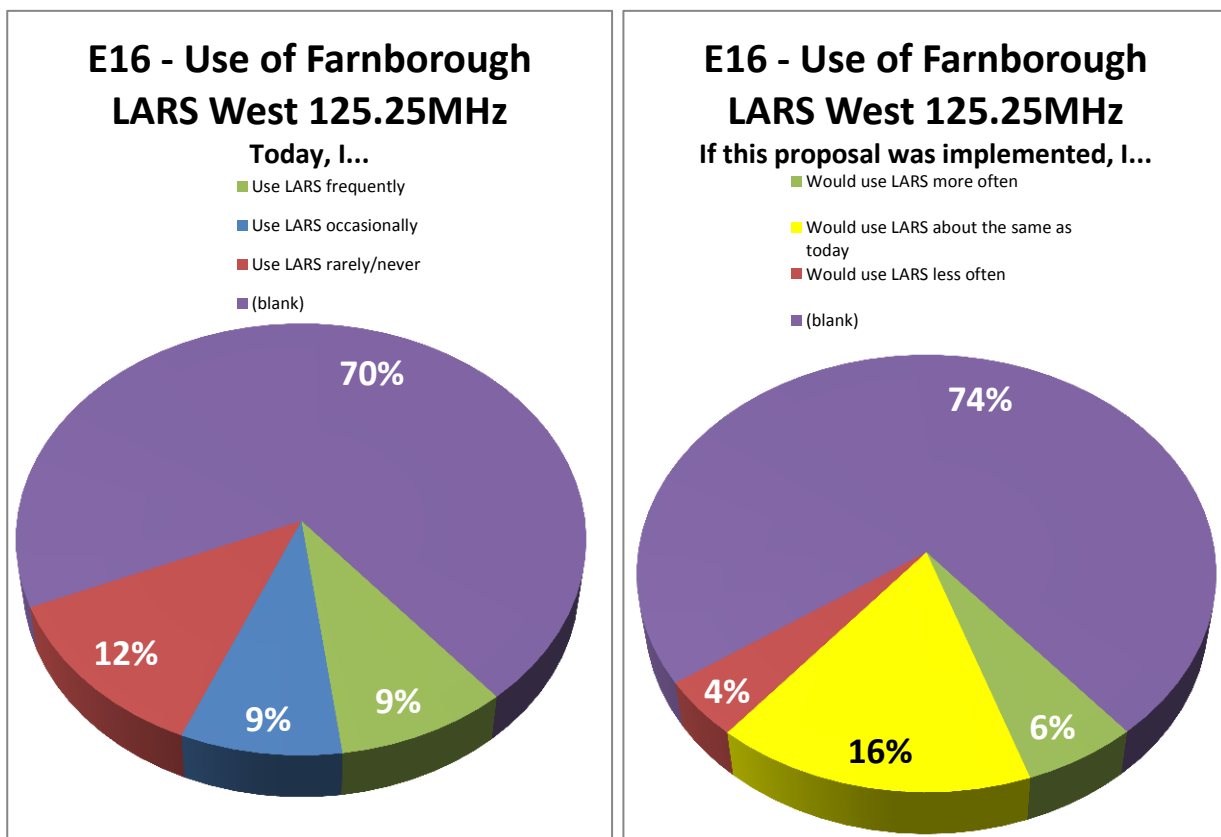


Figure 69: Analysis of Question E16

6.40. **945** stakeholders responded for Part E. The above charts show how both parts of Question E16 were answered, including 664 'blank' responses for the 'Today, I...' question, and 695 for the 'If implemented, I...' question. In both cases, this is where stakeholders answered (an)other question(s) in Part E but did not specifically answer this part of this question.

**Question E17 – The Overall Proposal from an aviation perspective**

This question is about the balance of the proposal as a whole.

We know that it is impossible to satisfy the requirements of all airspace users all of the time.

We have considered the requirements of as many users as we can, and have invited comment at early design stages in order to inform the evolution of the proposal to its present state.

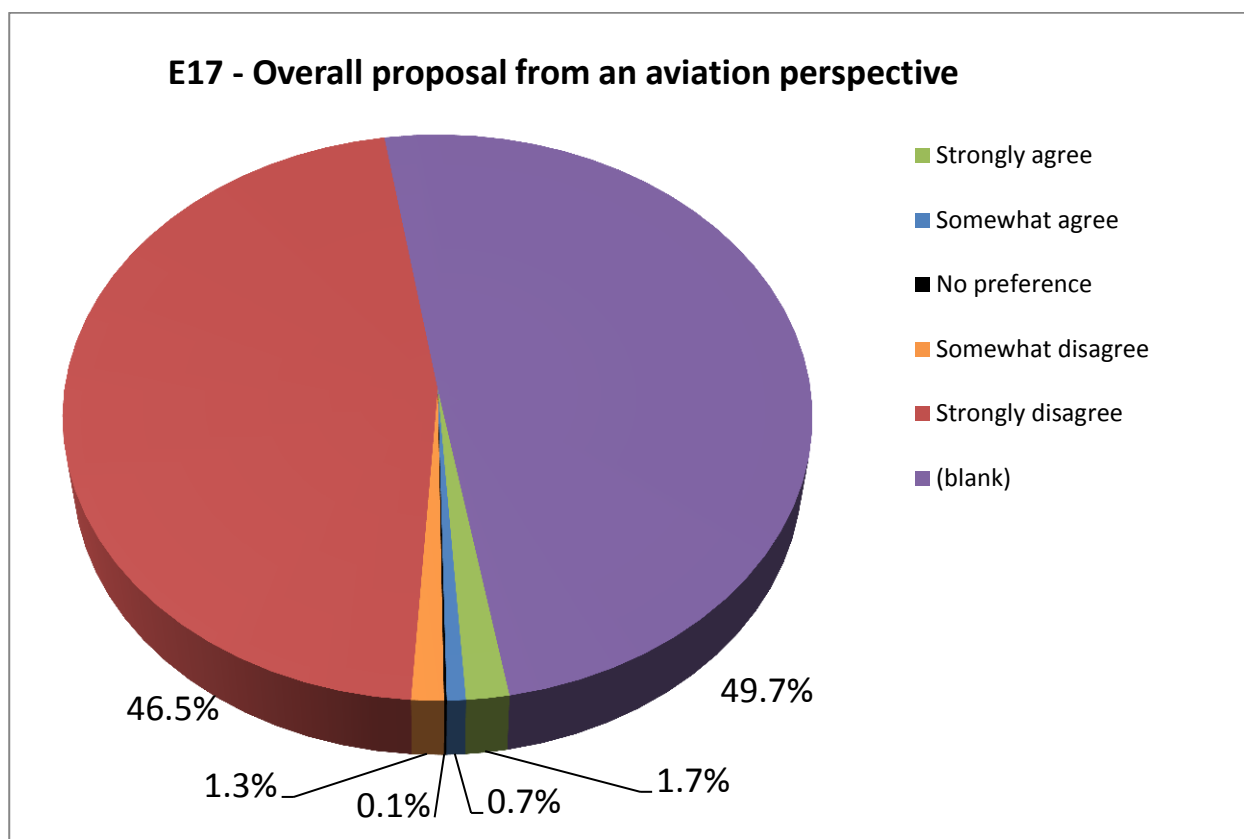
We have discounted many options that restrict other airspace users excessively.

We believe that this proposal provides the best balance for all airspace users in the vicinity of Farnborough.

**To what extent do you agree with the following statement:**

This proposal as a whole has considered the competing requirements of airspace users, and has produced a balanced design.

Strongly agree, Generally agree, No preference, Generally disagree, Strongly disagree

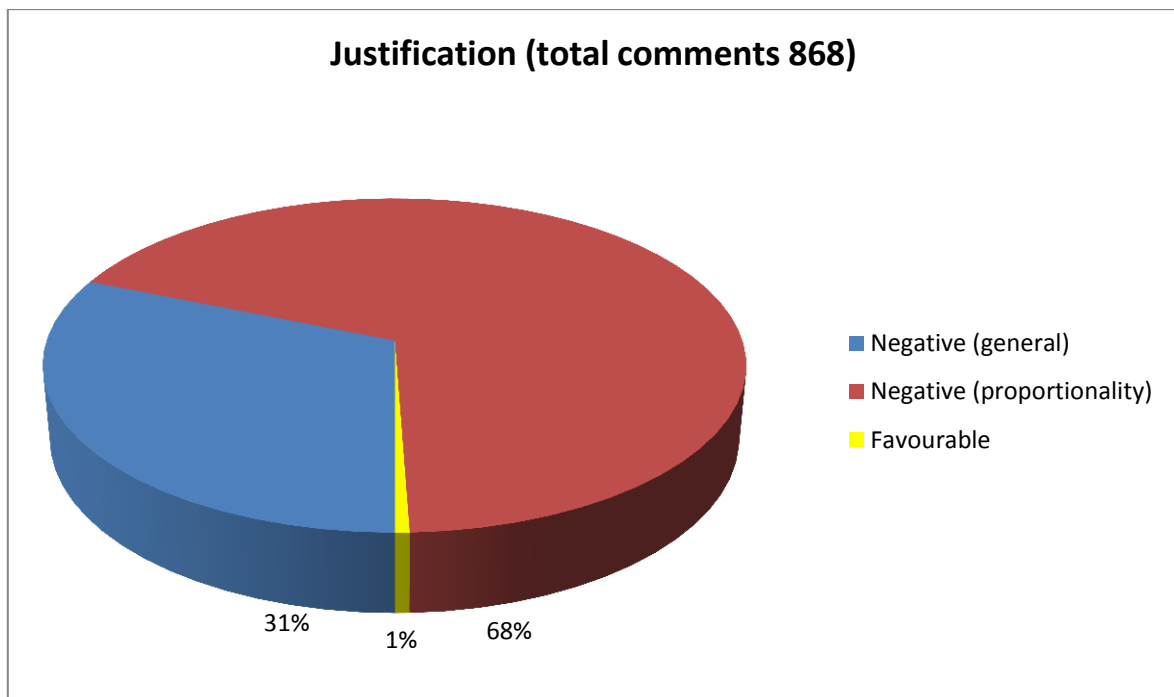


**Figure 70: Analysis of Question E17**

6.41. **945** stakeholders responded for Part E. The above chart shows how Question E17 was answered, including 470 'blank' responses where stakeholders answered (an)other question(s) in Part E but did not specifically answer this question.

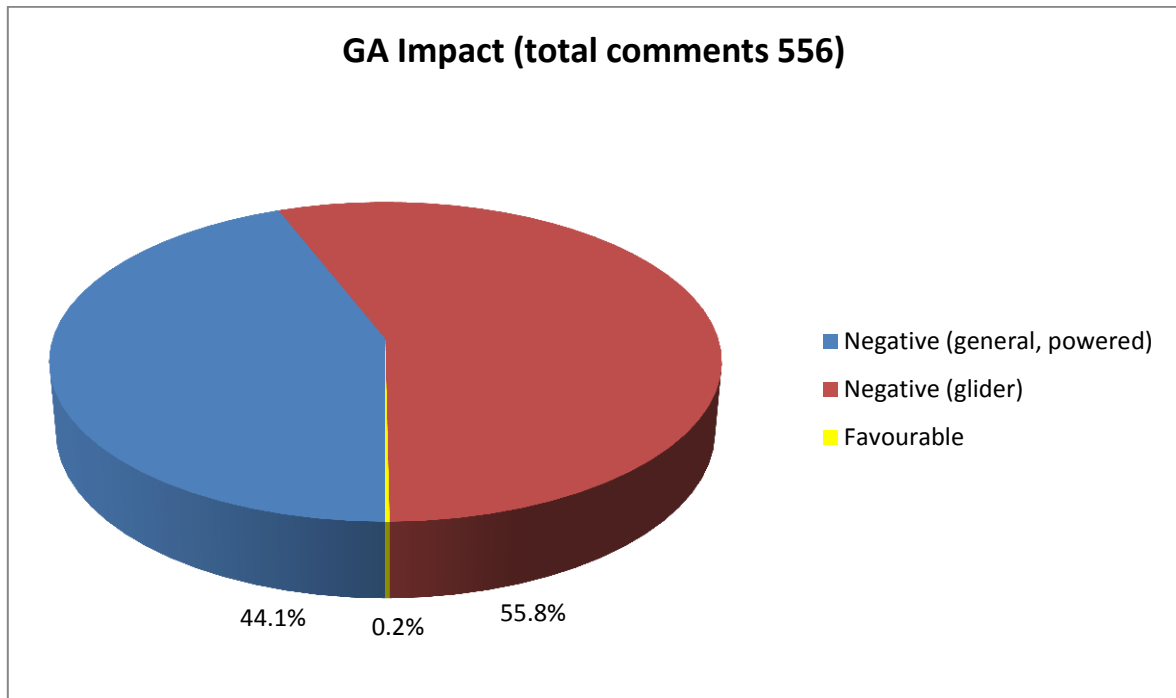
**Feedback relevant to Part E of the consultation material:  
Written responses**

- 6.42. See paragraphs 19.1 to 19.12 starting on page A122 for the analysis method, themes, and how comments have been interpreted.
- 6.43. A total of 809 stakeholders provided a combined total of 4,217 comments that were themed for Part E. This includes analysis of 358 files or documents uploaded to the consultation website.
- 6.44. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 6.45. There were 89 comments themed as 'Out of scope' in Part E.

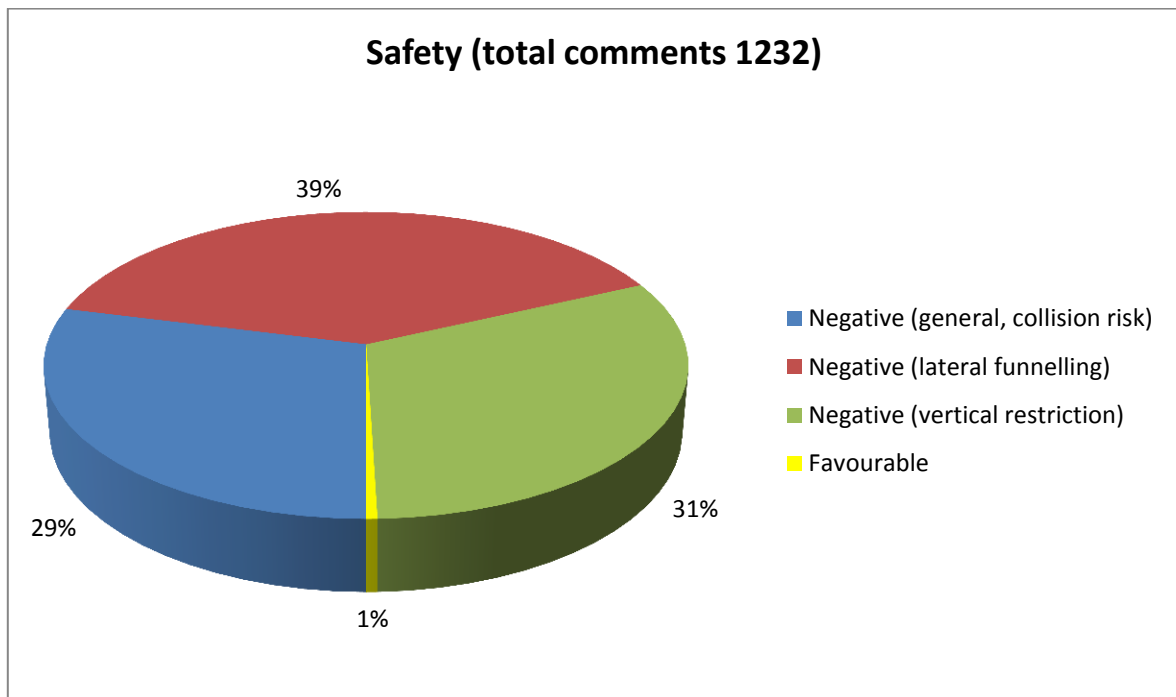


**Figure 71 General nature of written responses to Part E with respect to Justification theme**

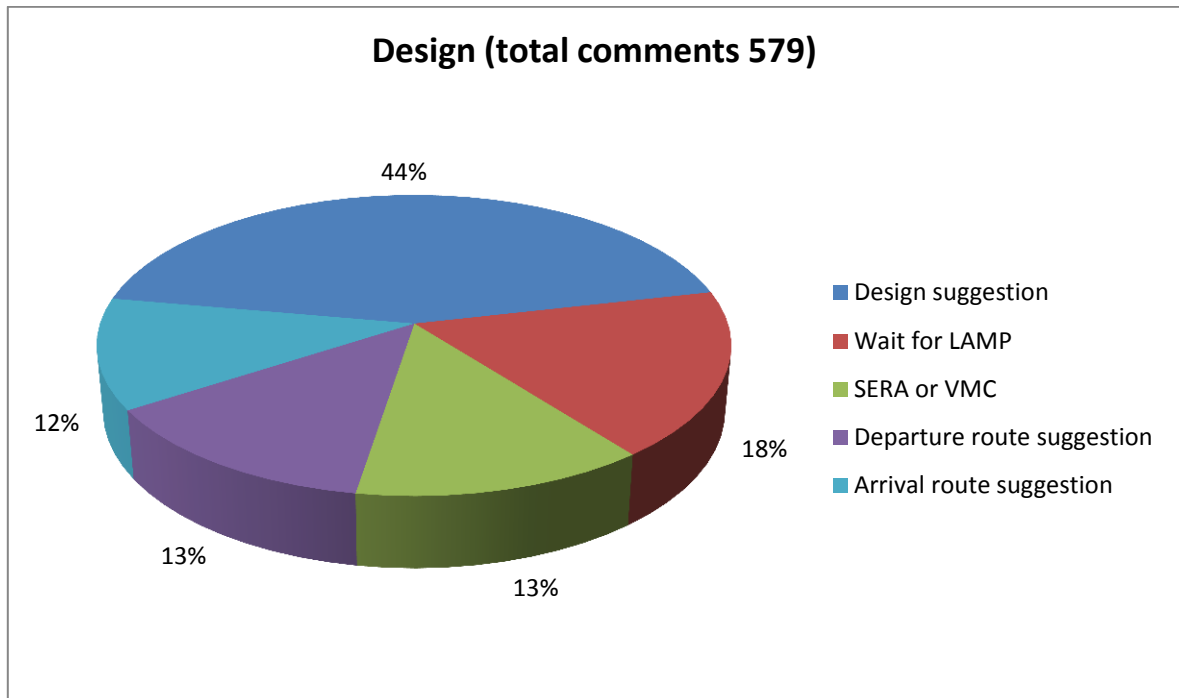




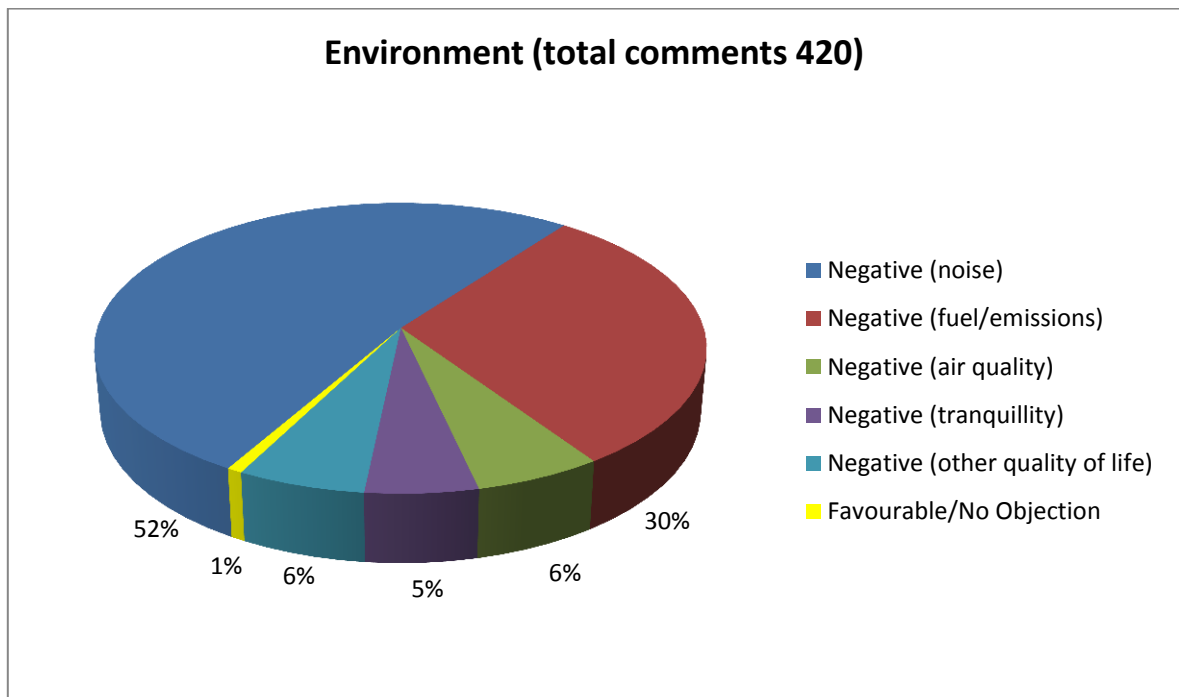
**Figure 72** General nature of written responses to Part E with respect to GA Impact theme



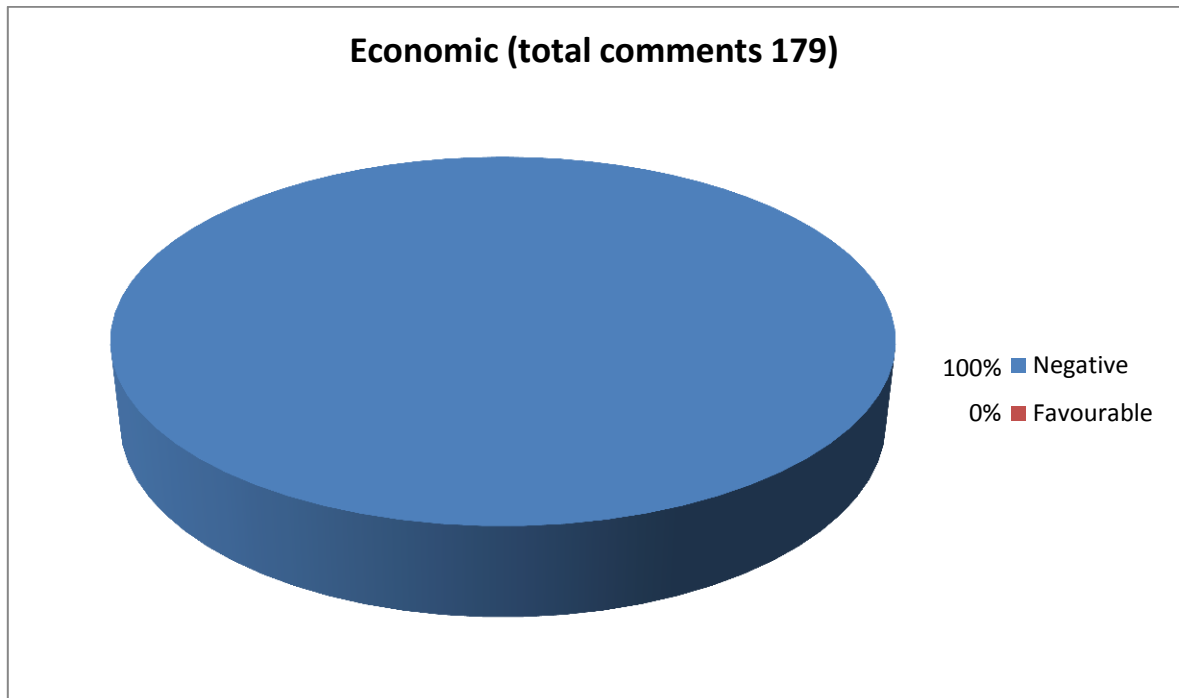
**Figure 73** General nature of written responses to Part E with respect to Safety theme



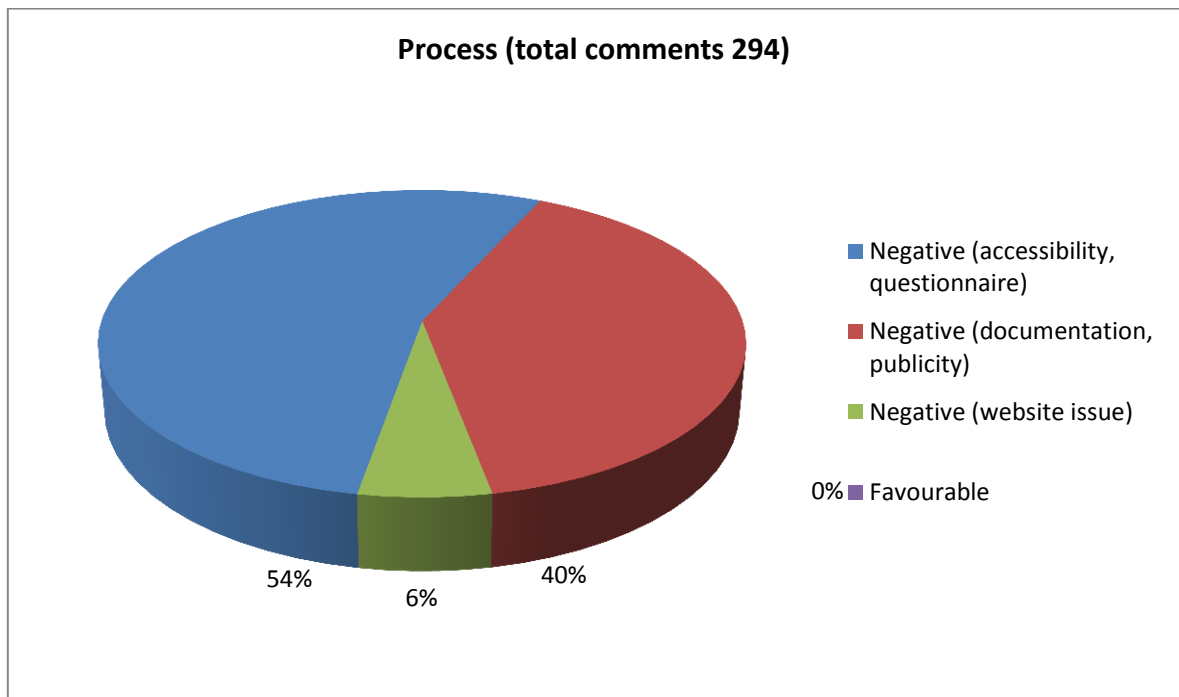
**Figure 74** General nature of written responses to Part E with respect to Airspace or Route Design theme



**Figure 75** General nature of written responses to Part E with respect to Environment theme



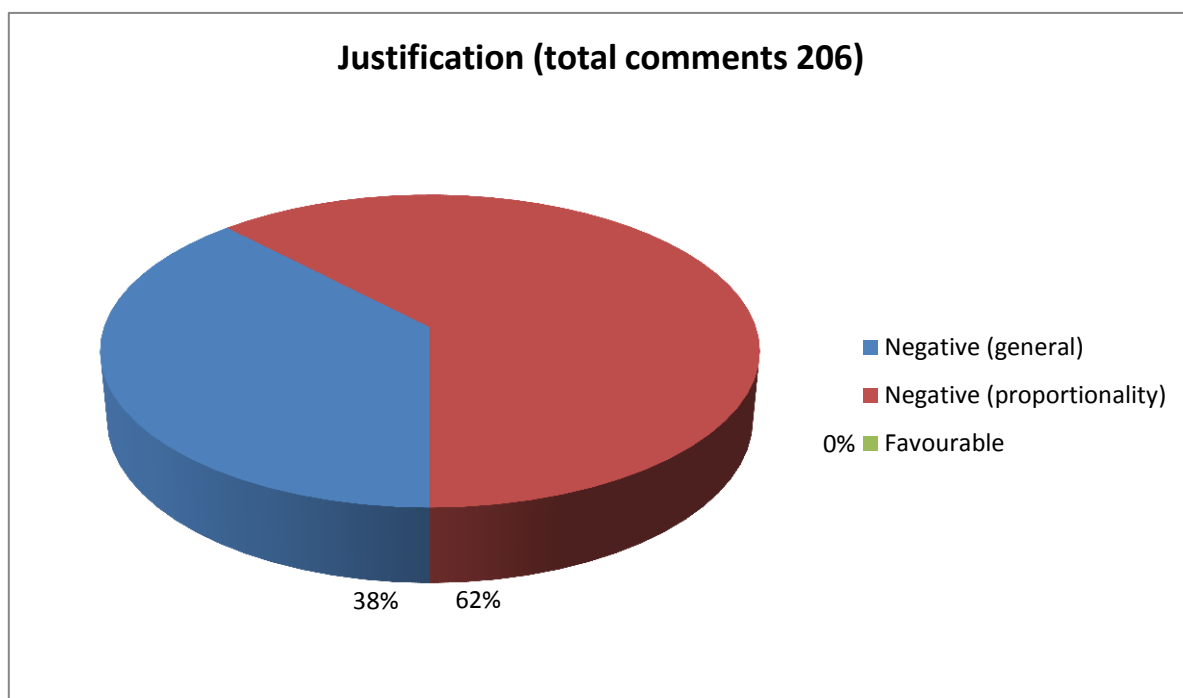
**Figure 76** General nature of written responses to Part E with respect to Economic theme



**Figure 77** General nature of written responses to Part E with respect to Process theme

## 7. Paper responses received through the post (WM)

- 7.1. This analysis relates to paper letters, also known as 'White Mail', received through the post. These are abbreviated 'WM'.
- 7.2. WM responses were primarily written comments. The analysis performed here is the theming type.
- 7.3. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 7.4. 236 stakeholders provided WM responses. A combined total of 1,286 comments were themed for WM responses.
- 7.5. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 7.6. There were 35 comments themed as 'Out of scope' for WM responses.
- 7.7. These stakeholders may also have taken part in the online multiple choice questionnaire. If so, those responses are covered earlier in this report under the relevant section.



**Figure 78 General nature of WM responses with respect to Justification theme**

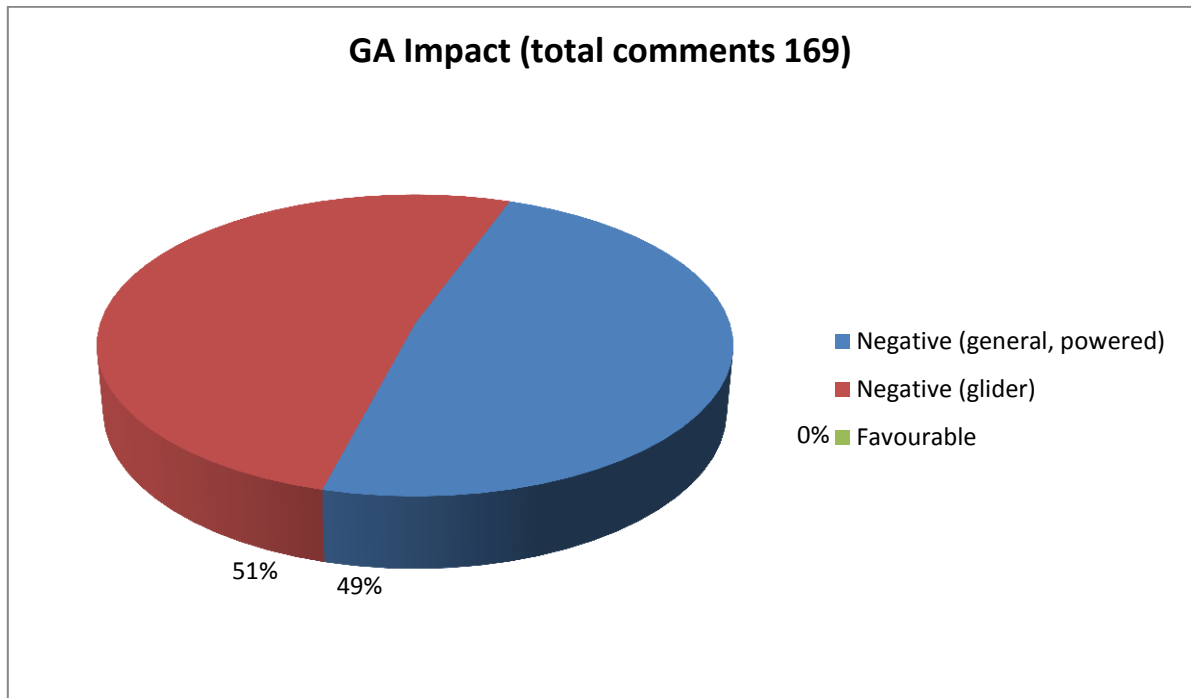


Figure 79 General nature of WM responses with respect to GA Impact theme

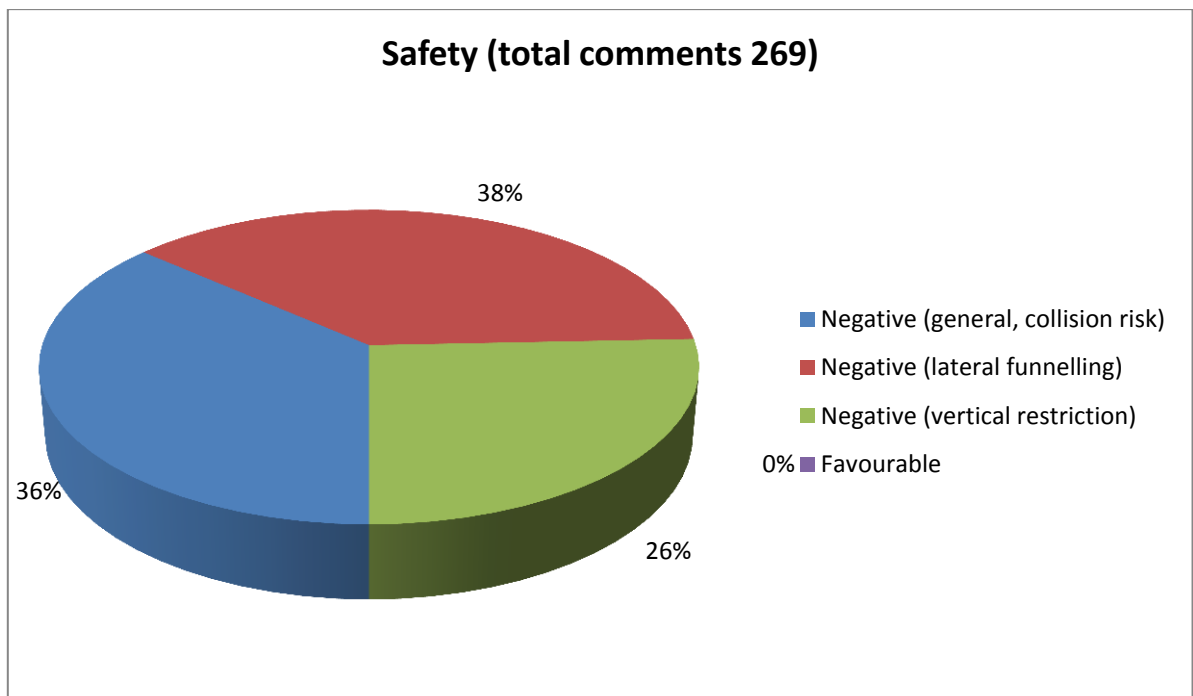
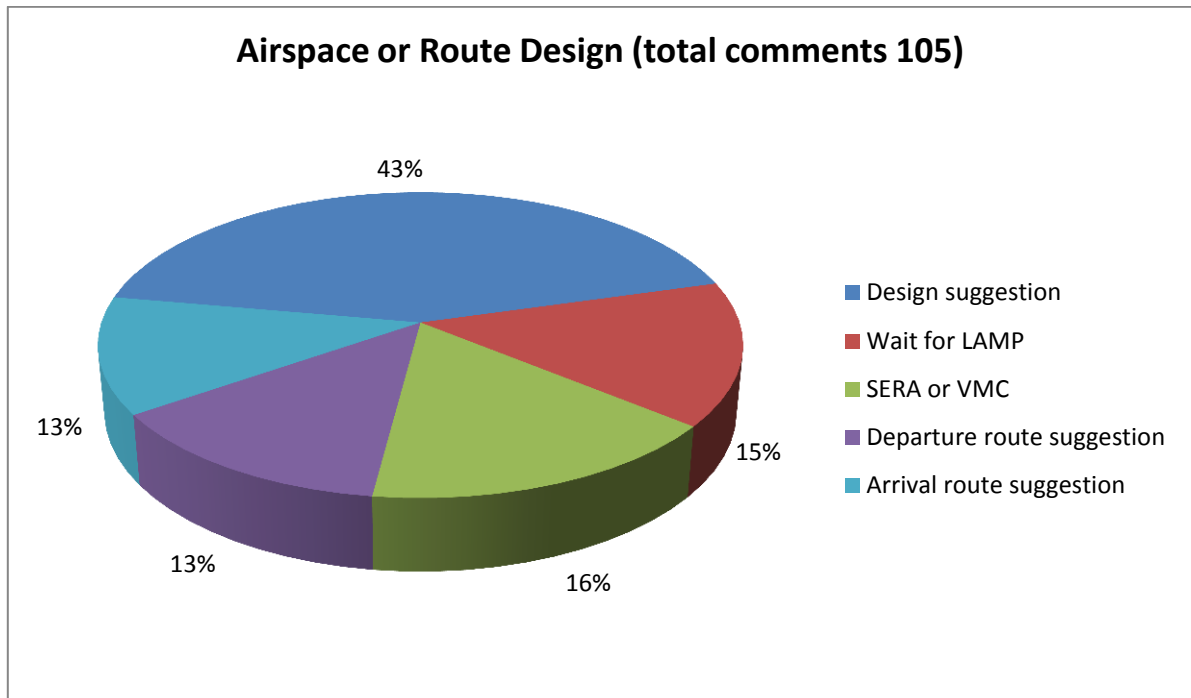
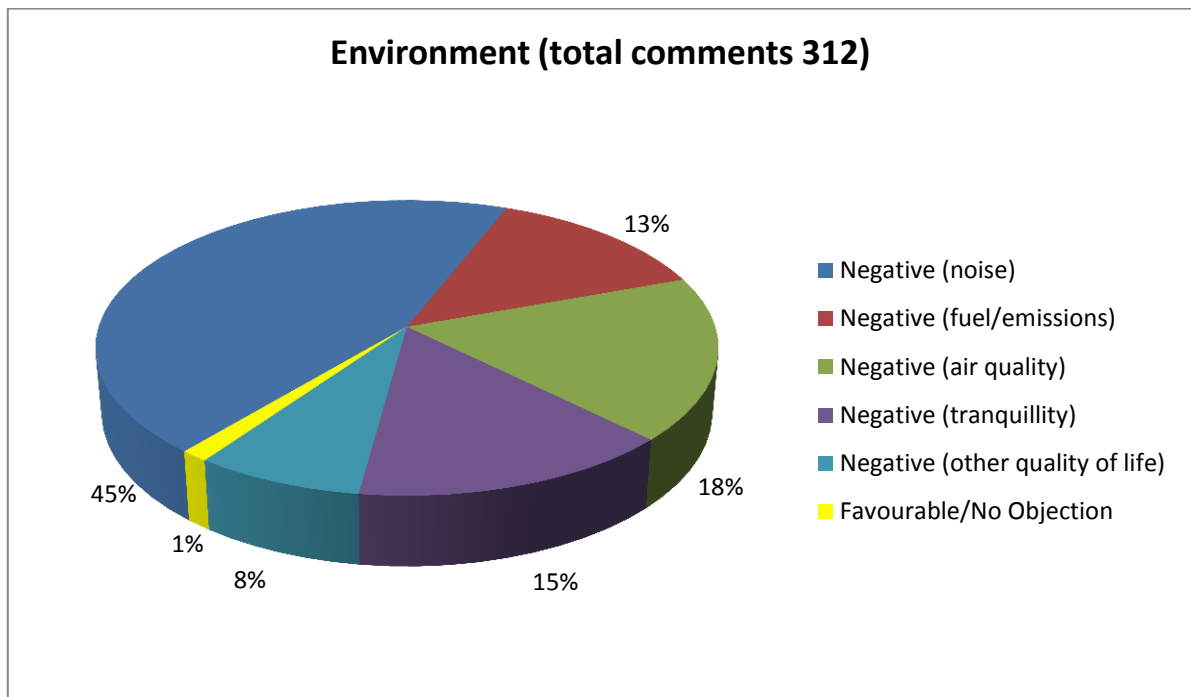


Figure 80 General nature of WM responses with respect to Safety theme



**Figure 81** General nature of WM responses with respect to Airspace or Route Design theme



**Figure 82** General nature of WM responses with respect to Environment theme

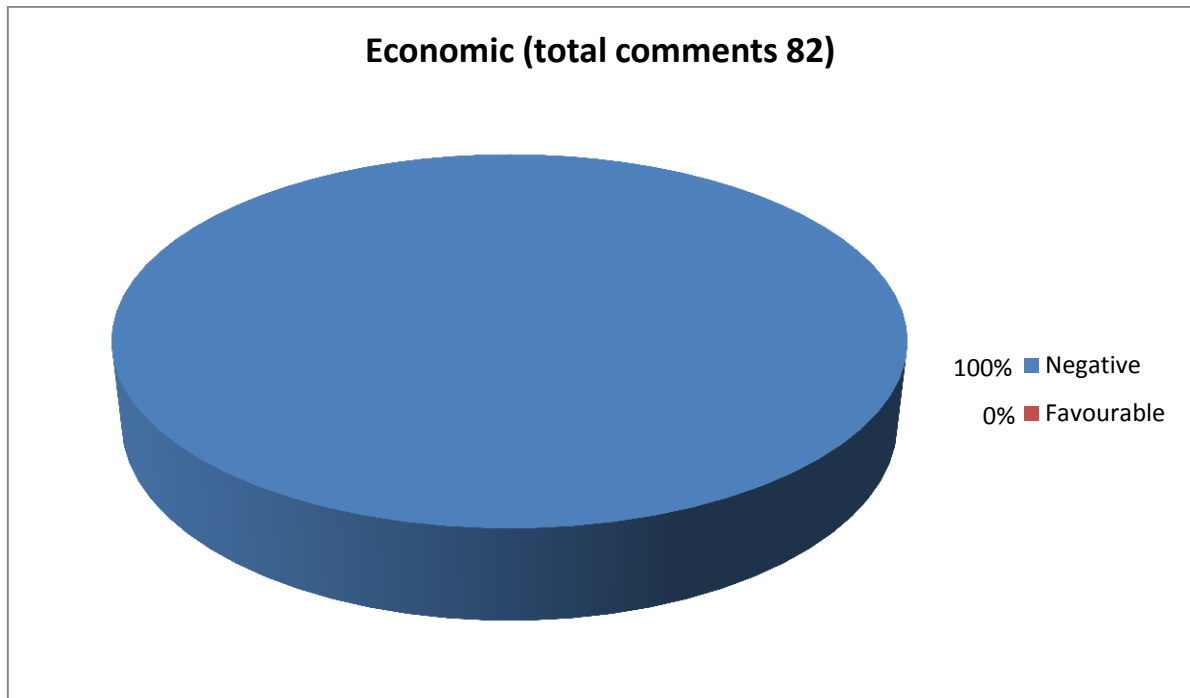


Figure 83 General nature of WM responses with respect to Economic theme

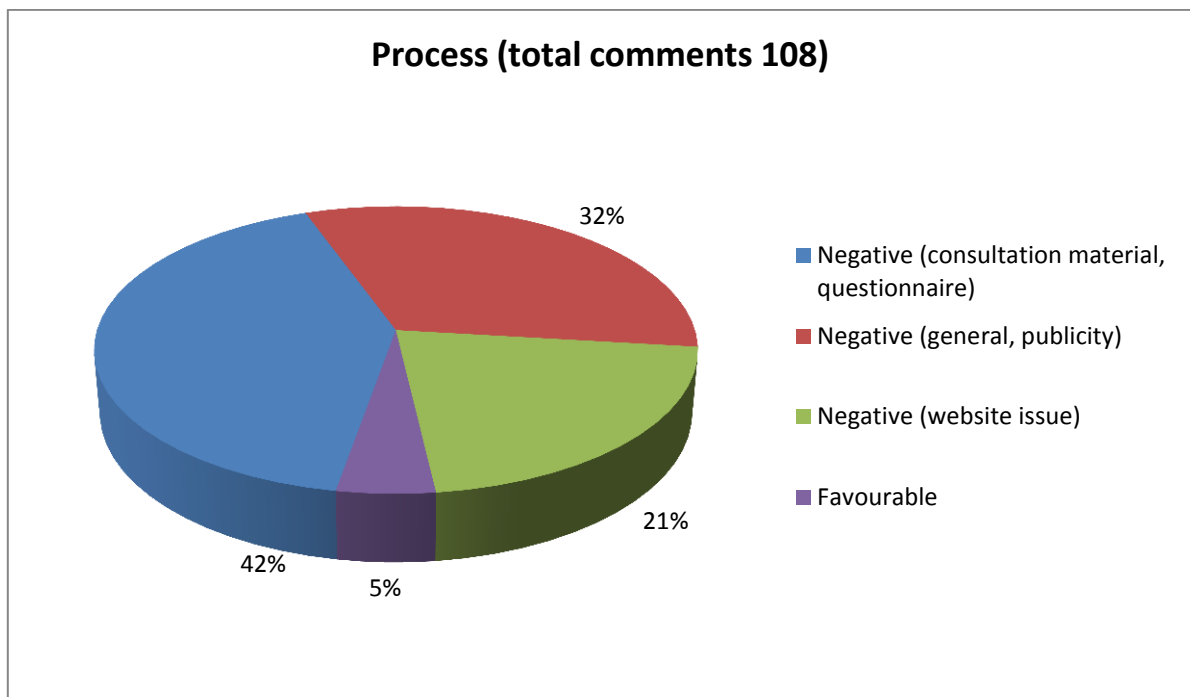
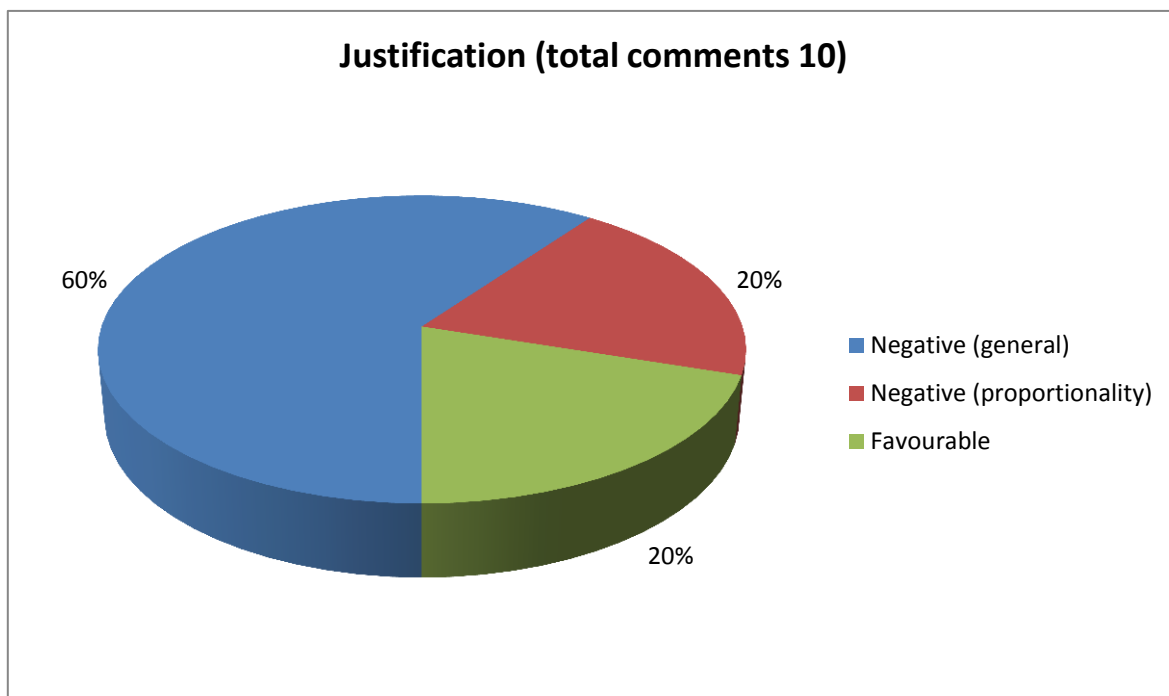


Figure 84 General nature of WM responses with respect to Process theme

## 8. Borough Councils and Unitary Authorities (BCUA)

- 8.1. This analysis relates to responses from Borough Councils and Unitary Authorities. These are abbreviated 'BCUA'.
- 8.2. BCUA responses were primarily written comments. The analysis performed here is the theming type.
- 8.3. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 8.4. Eleven of the 33 originally-invited stakeholders provided BCUA responses. A combined total of 63 comments were themed for BCUA responses.
- 8.5. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 8.6. There were three comments themed as 'Out of scope' for BCUA responses.
- 8.7. These stakeholders may also have taken part in the online multiple choice questionnaire. If so, those responses are covered earlier in this report under the relevant section.



**Figure 85 General nature of BCUA responses with respect to Justification theme**



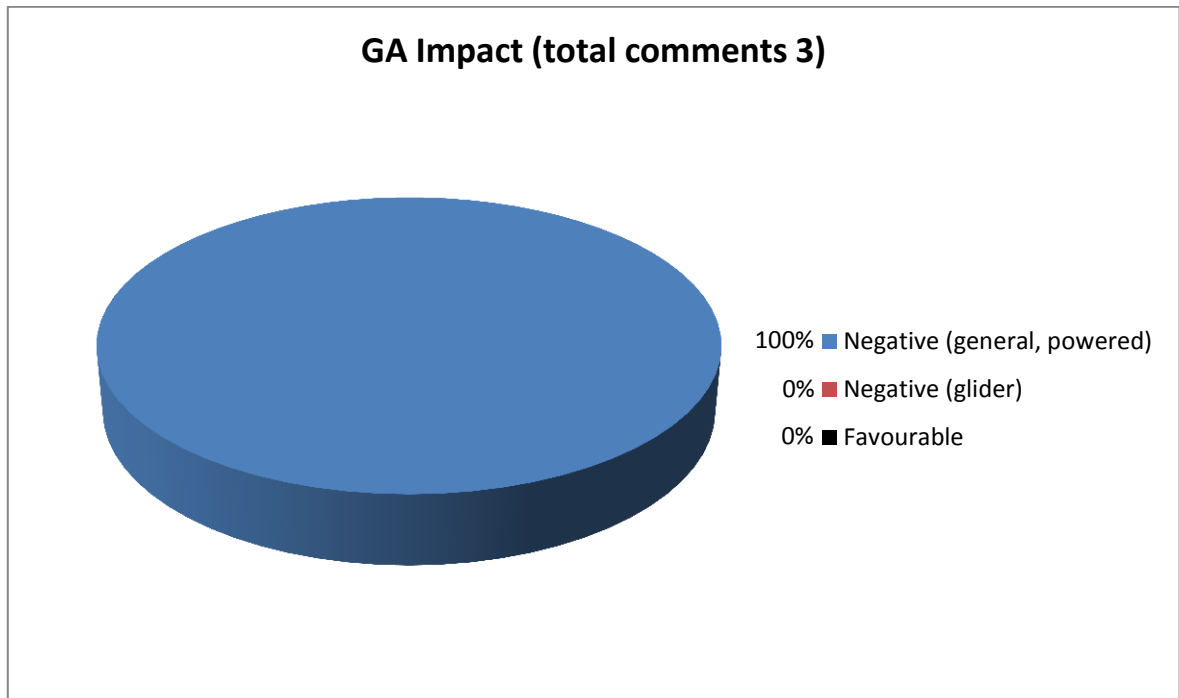


Figure 86 General nature of BCUA responses with respect to GA Impact theme

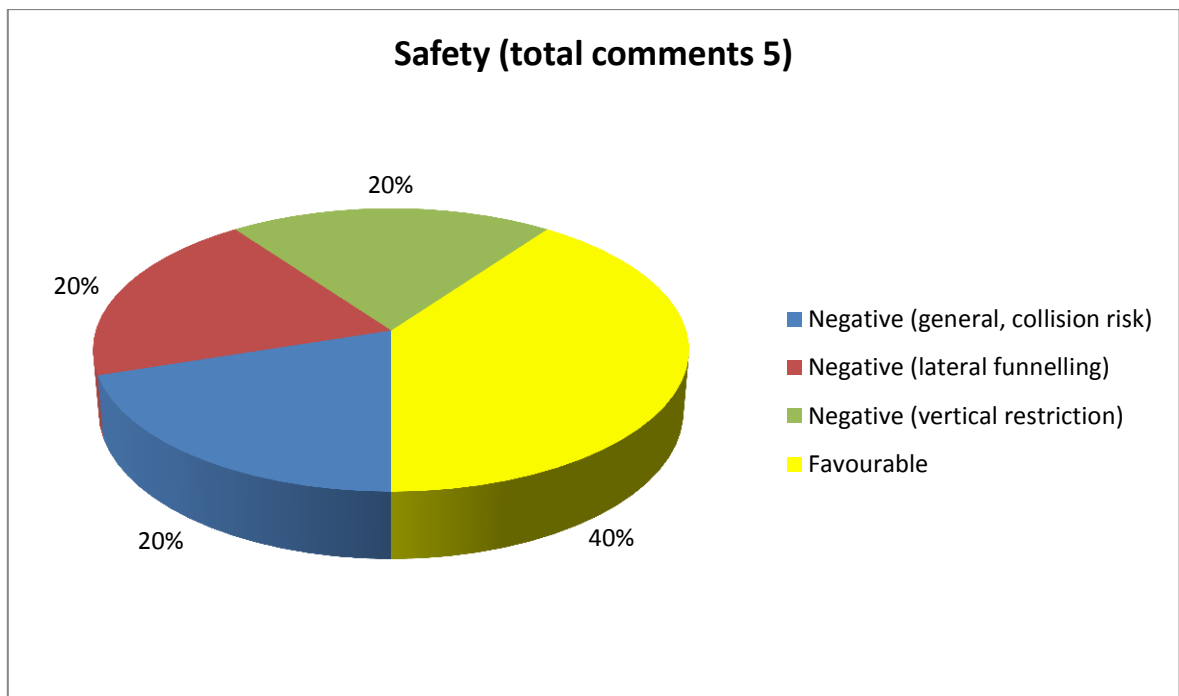
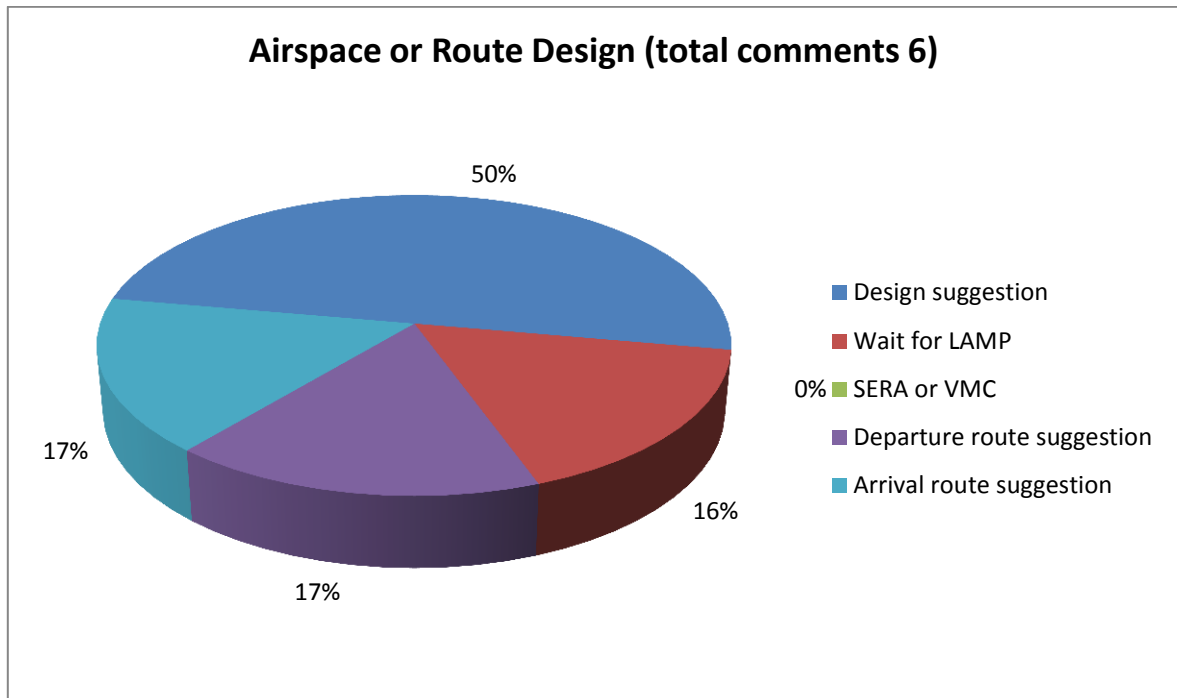
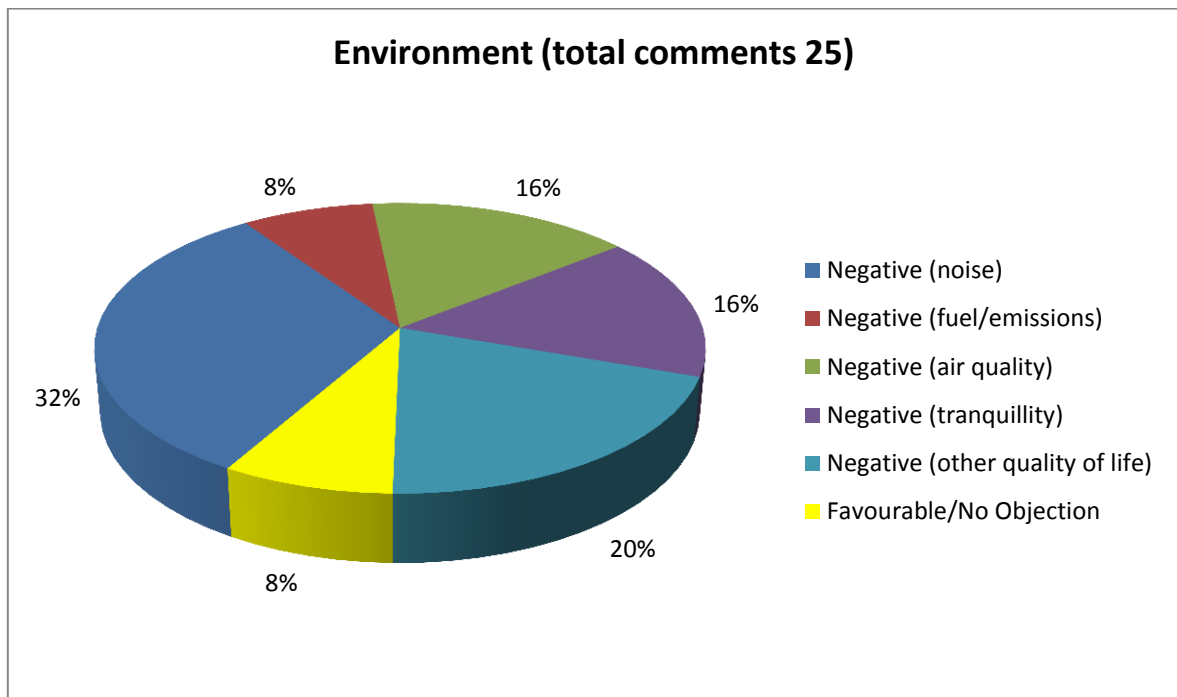


Figure 87 General nature of BCUA responses with respect to Safety theme



**Figure 88** General nature of BCUA responses with respect to Airspace or Route Design theme



**Figure 89** General nature of BCUA responses with respect to Environment theme

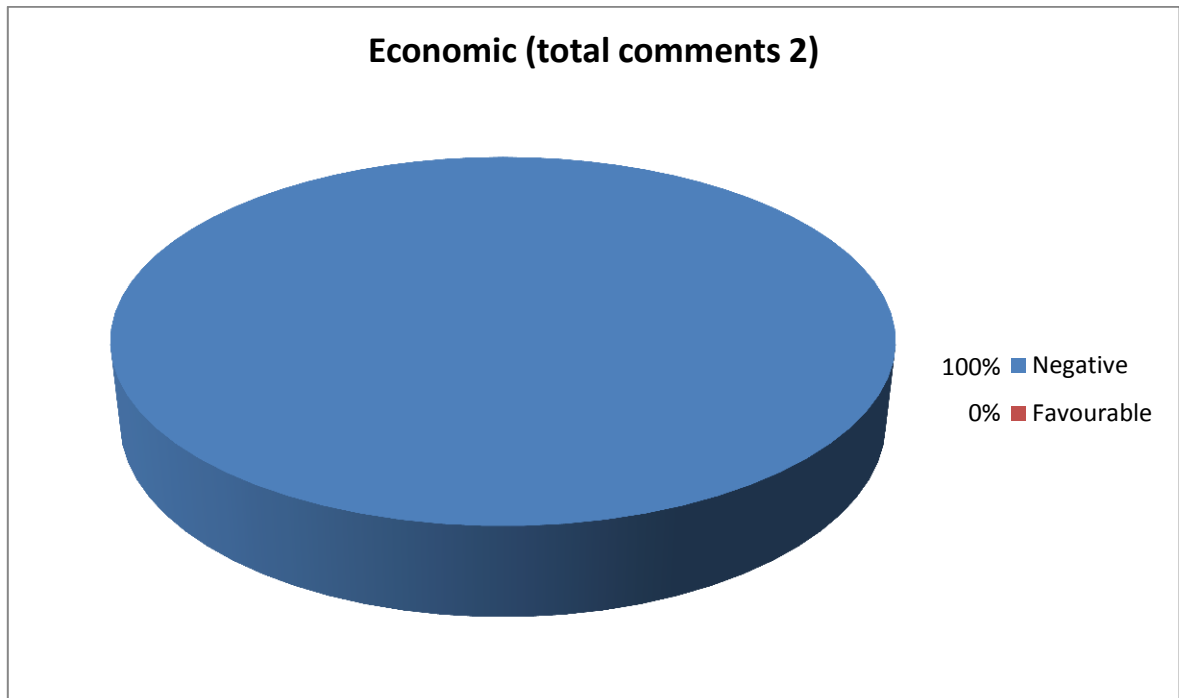


Figure 90 General nature of BCUA responses with respect to Economic theme

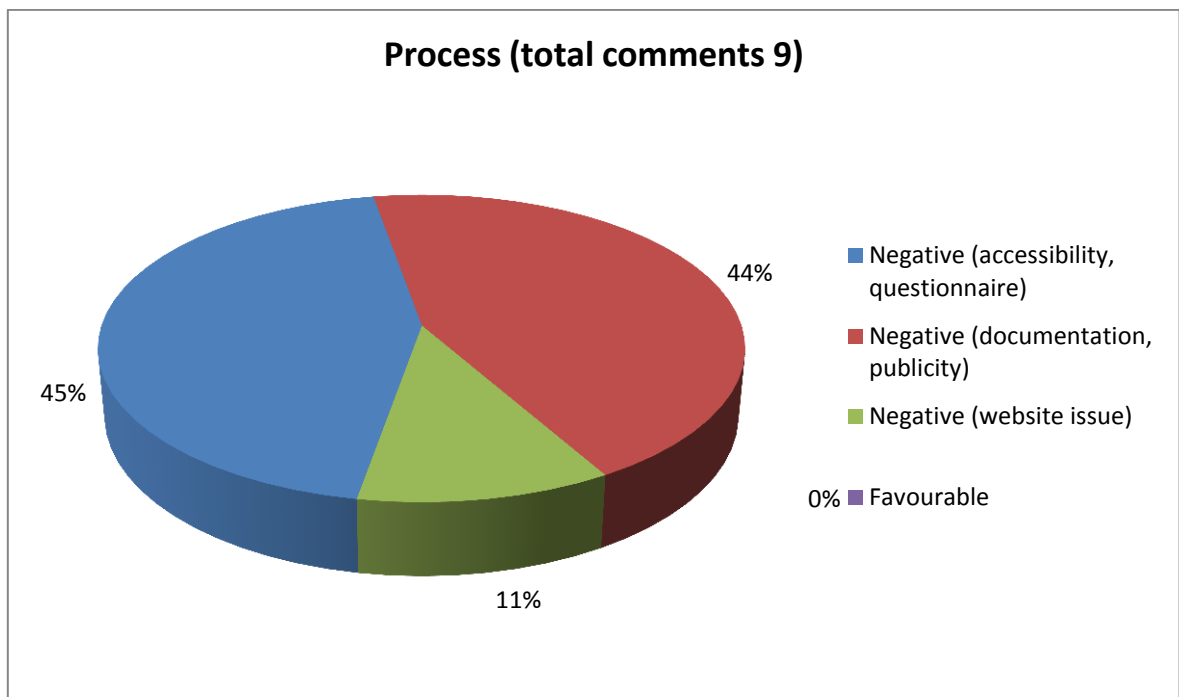


Figure 91 General nature of BCUA responses with respect to Process theme

## 9. County Councils (CC)

- 9.1. This analysis relates to responses from County Councils. These are abbreviated 'CC'.
- 9.2. CC responses were primarily written comments. The analysis performed here is the theming type.
- 9.3. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 9.4. Two of the four invited stakeholders provided CC responses. A combined total of 16 comments were themed for CC responses.
- 9.5. Due to the small number of comments, a table is more appropriate than a series of charts.
- 9.6. No comments were themed as 'Out of scope' for CC responses.

Major Theme	Sub-theme (number of responses)
Justification	Negative (general) (1)
	Negative (proportionality) (1)
GA Impact	Negative (general, powered) (2)
	Negative (glider) (1)
Safety	Negative (lateral funnelling) (1)
	Negative (vertical restriction) (1)
	Favourable (1)
Airspace or Route Design	Wait for LAMP (1)
Environment	Negative (noise) (1)
	Negative (fuel/emissions) (1)
	Negative (other quality of life) (1)
Economic	Negative (1)
Process	Negative (documentation, publicity) (1)
	Negative (website issue) (1)
	Favourable (1)

**Figure 92 County Council themed comments summary table**

## 10. Parliamentary Constituencies (MPs)

- 10.1. This analysis relates to responses from Members of Parliament. These are abbreviated 'MP'.
- 10.2. MP responses were primarily written comments. The analysis performed here is the theming type.
- 10.3. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 10.4. Three of the 47 invited MPs provided formal responses. A combined total of 15 comments were themed for MP responses.
- 10.5. Some MPs forwarded letters from their constituents to us. These were received and themed as appropriate in the name of the constituent under the stakeholder group 'ALT' in Section 17 from page A116. They were not classified as formal MP responses.
- 10.6. Due to the small number of comments, a table is more appropriate than a series of charts.
- 10.7. No comments were themed as 'Out of scope' for MP responses.

Major Theme	Sub-theme (number of responses)
Justification	Negative (general) (1)
	Negative (proportionality) (1)
GA Impact	Negative (glider) (2)
Safety	Negative (general, collision risk) (1)
	Negative (lateral funnelling) (1)
Airspace or Route Design	Design suggestion (1)
	Wait for LAMP (1)
Environment	Negative (noise) (2)
	Negative (other quality of life) (1)
Economic	Negative (2)
Process	Negative (accessibility, questionnaire) (1)
	Negative (documentation, publicity) (1)

**Figure 93 MP themed comments summary table**

## 11. National Air Traffic Management Advisory Committee Member Organisations (NATMAC)

- 11.1. The National Air Traffic Management Advisory Committee (NATMAC) is a non-statutory advisory body sponsored by the CAA's Safety and Airspace Regulation Group Director. The Committee is consulted for advice and views on any major matter concerned with airspace management. NATMAC assists in the development of airspace policies, configurations and procedures in order that due attention is given to the various requirements of all users of United Kingdom airspace, civil and military. The Committee is chaired by the Director, with membership drawn from the whole spectrum of the UK aviation community.
- 11.2. NATMAC members are always consulted on airspace changes such as this proposal. Members are sent consultation information, and they promulgate it downwards to the organisations they represent.
- 11.3. NATMAC as a single entity does not respond to airspace consultations. It is a vehicle to ensure that its member organisations are made aware of consultations; each committee member may then respond on behalf of the associated member organisation. These member organisations are listed in Part F of the consultation material.
- 11.4. This section summarises the theming type of analysis for the documents and comments supplied by member organisations.
- 11.5. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 11.6. Twelve of the 26 invited stakeholders provided NATMAC responses. A combined total of 90 comments were themed for NATMAC responses.
- 11.7. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 11.8. There was one comment themed as 'Out of scope' for NATMAC responses.
- 11.9. These stakeholders may also have taken part in the online multiple choice questionnaire. If so, those responses are covered earlier in this report under the relevant section.

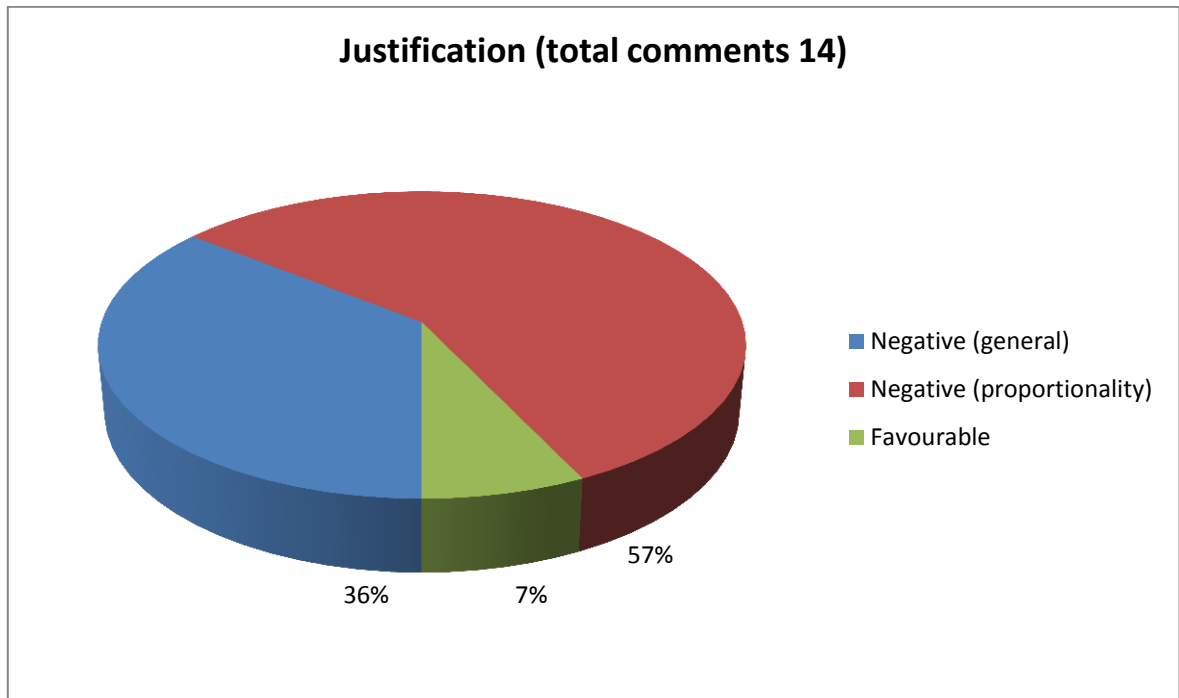


Figure 94 General nature of NATMAC responses with respect to Justification theme

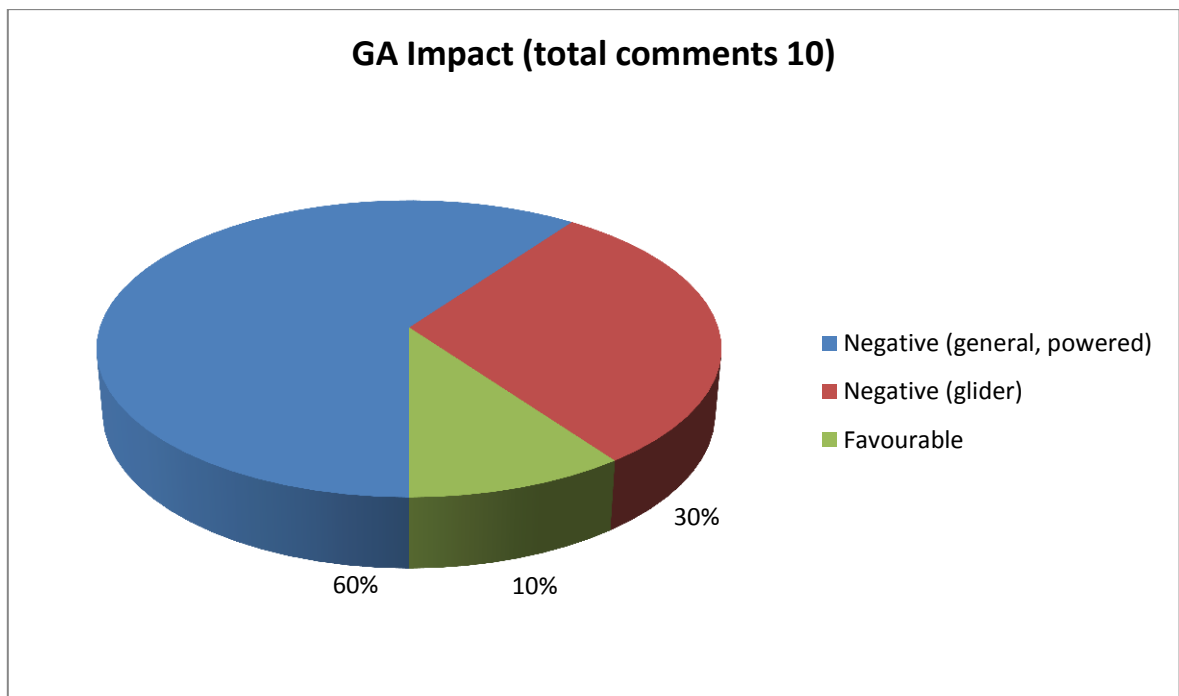


Figure 95 General nature of NATMAC responses with respect to GA Impact theme

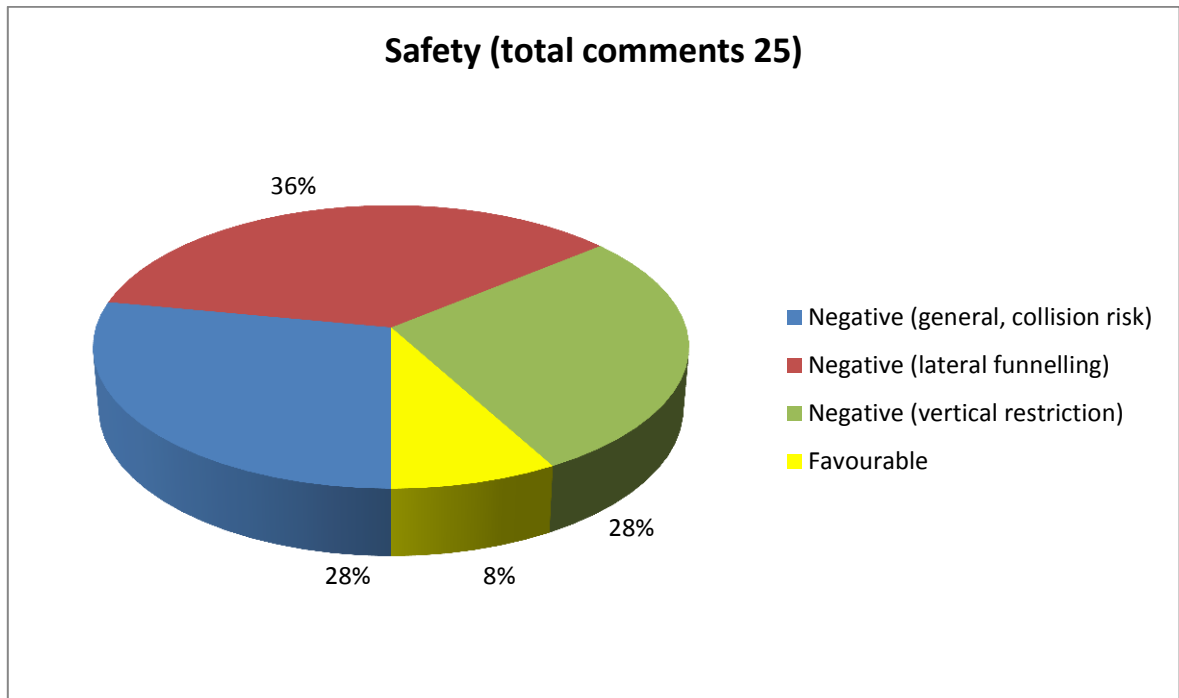


Figure 96 General nature of NATMAC responses with respect to Safety theme

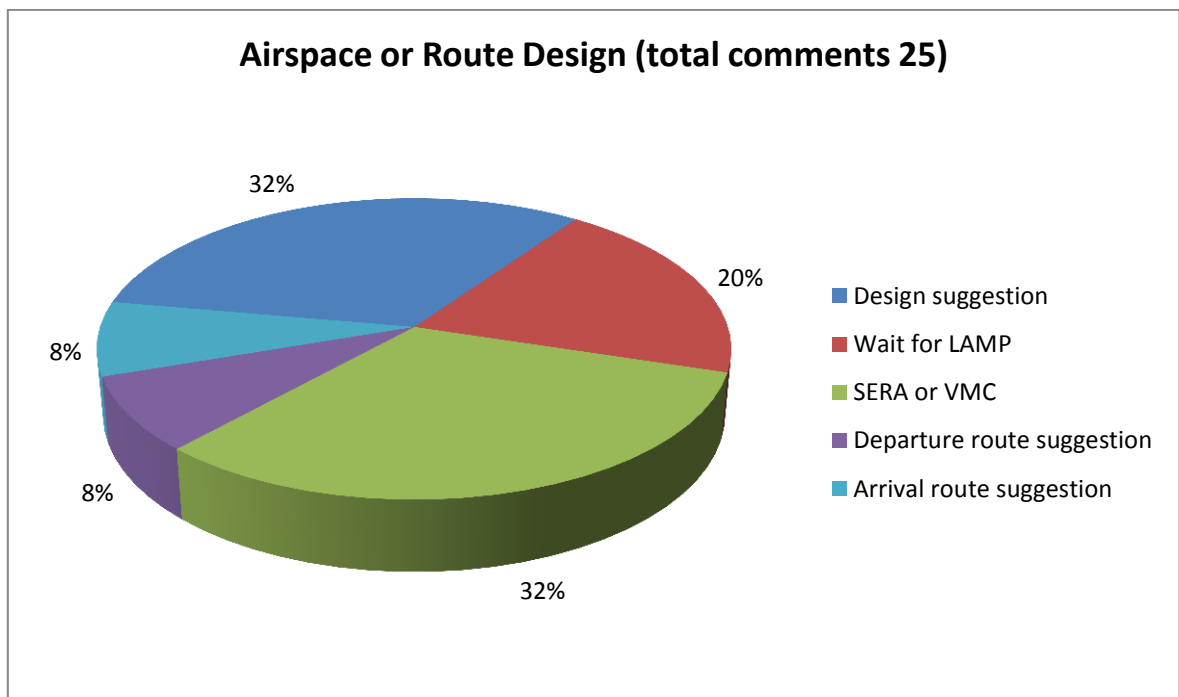


Figure 97 General nature of NATMAC responses with respect to Airspace or Route Design theme



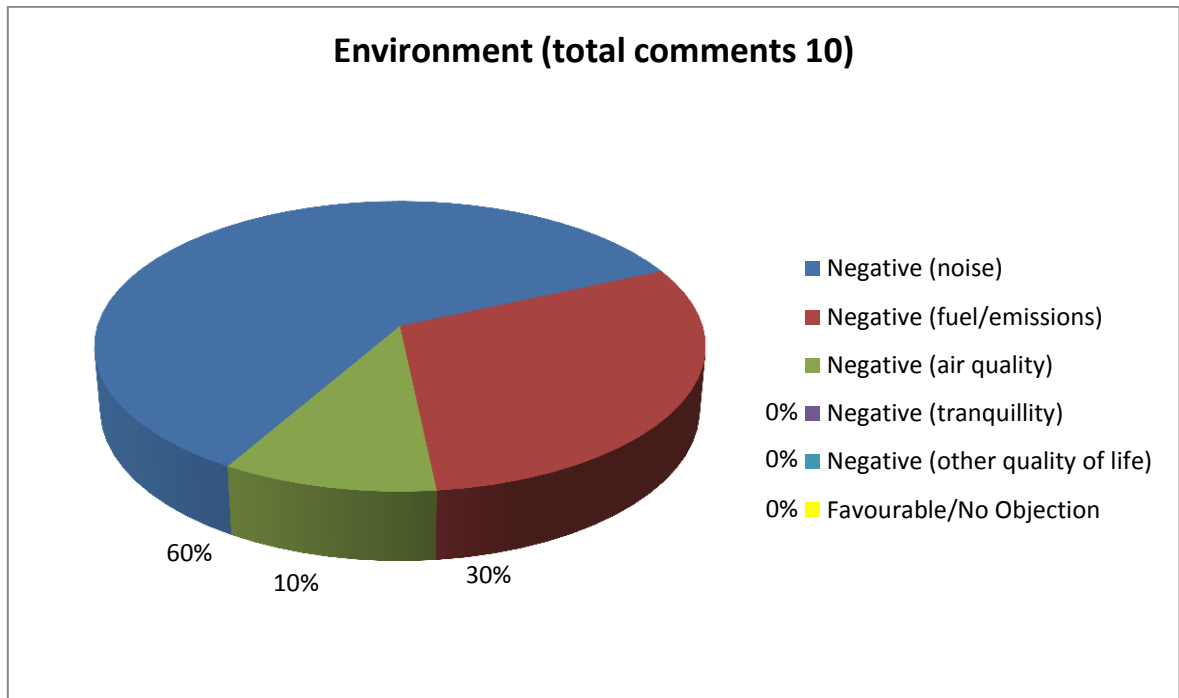


Figure 98 General nature of NATMAC responses with respect to Environment theme

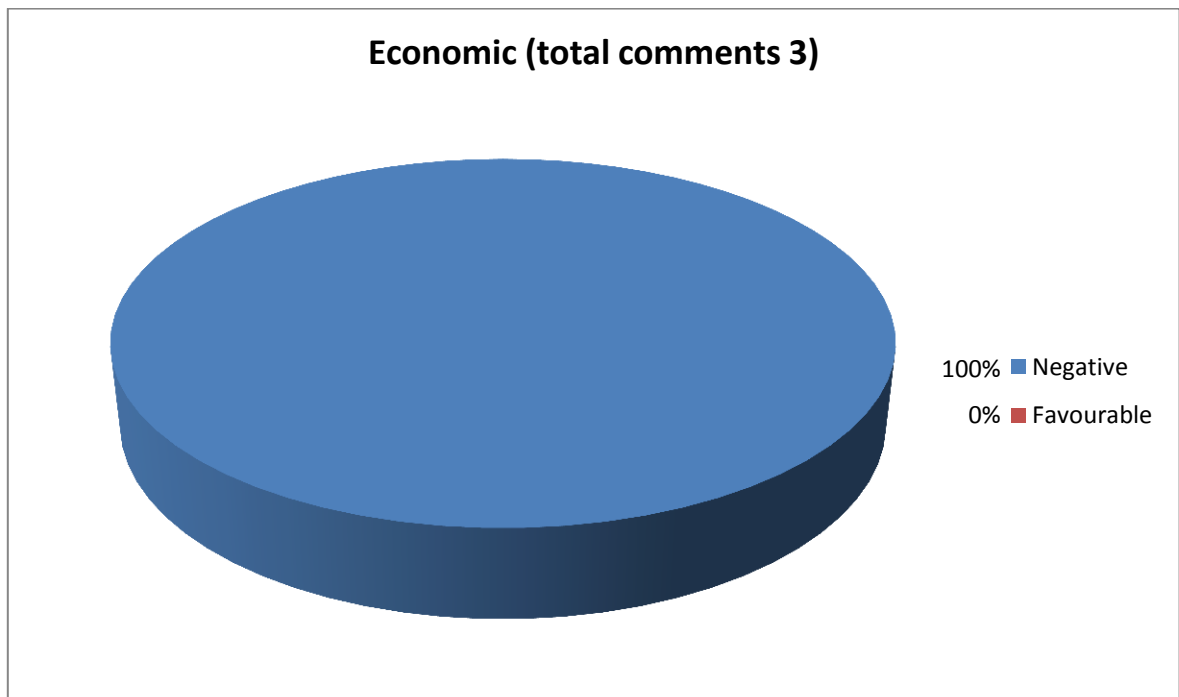
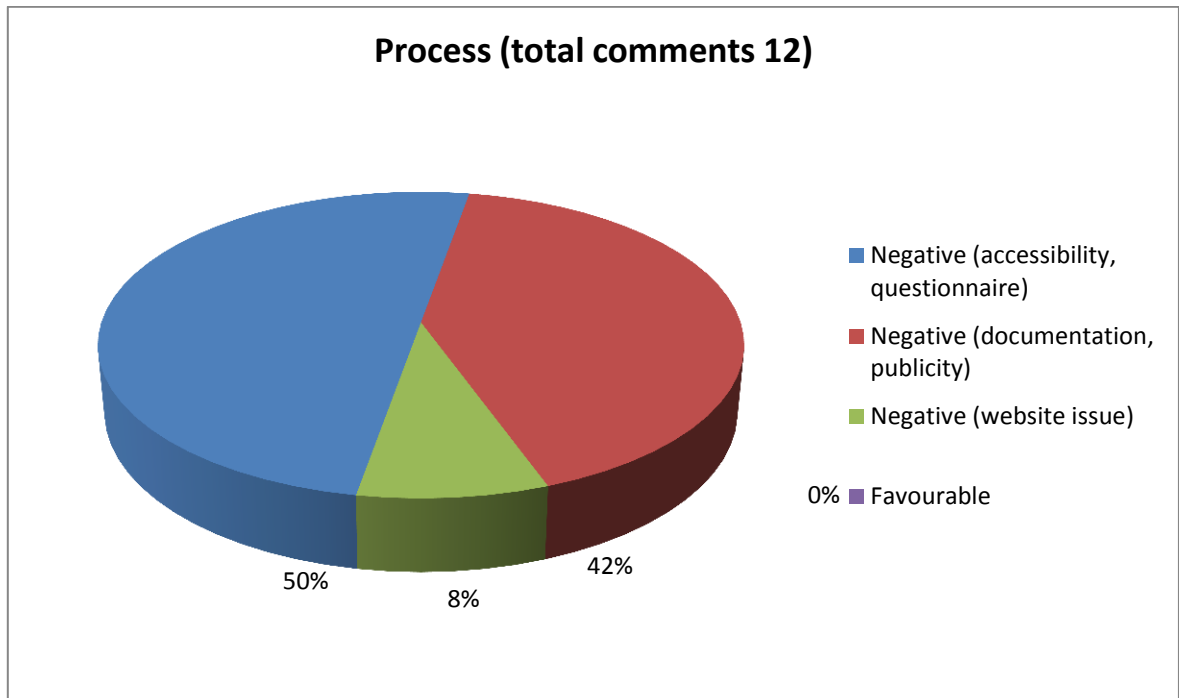


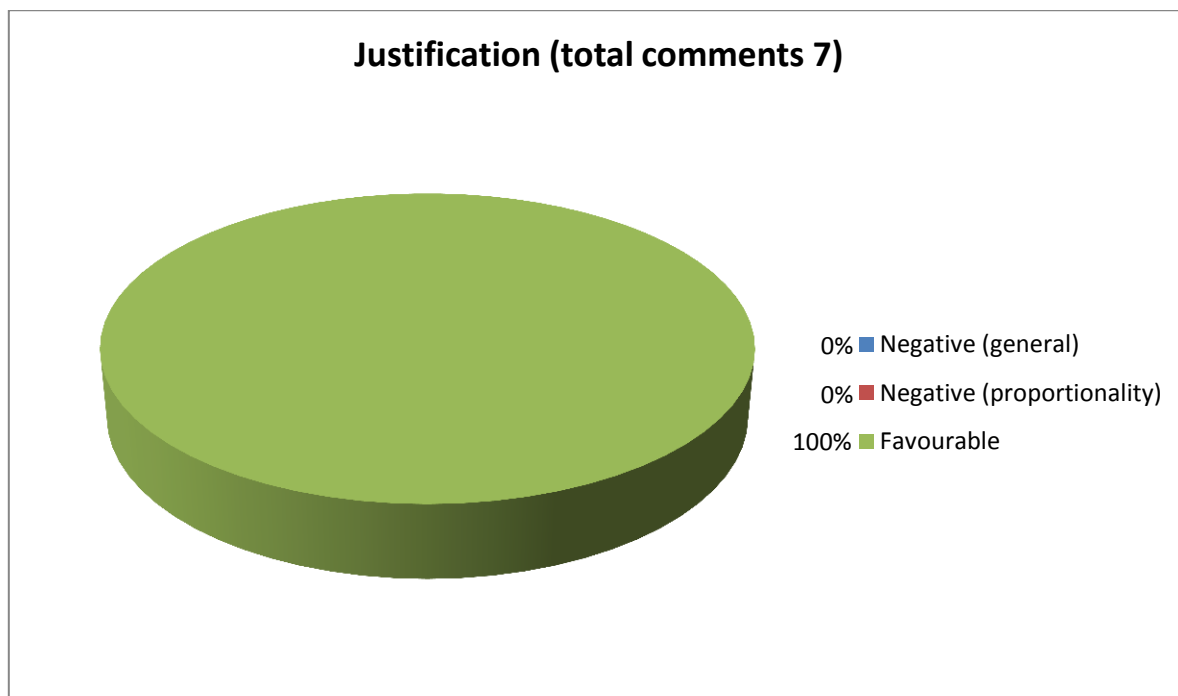
Figure 99 General nature of NATMAC responses with respect to Economic theme



**Figure 100 General nature of NATMAC responses with respect to Process theme**

## 12. Aviation Stakeholders (AS)

- 12.1. This analysis relates to specific aviation stakeholders identified pre-consultation, which are not covered under one of the other stakeholder groups. These are abbreviated 'AS'.
- 12.2. AS responses were primarily written comments. The analysis performed here is the theming type.
- 12.3. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 12.4. Nine of the 32 invited stakeholders provided AS responses. A combined total of 32 comments were themed for AS responses.
- 12.5. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 12.6. There were no comments themed as 'Out of scope' for AS responses.
- 12.7. These stakeholders may also have taken part in the online multiple choice questionnaire. If so, those responses are covered earlier in this report under the relevant section.



**Figure 101 General nature of AS responses with respect to Justification theme**

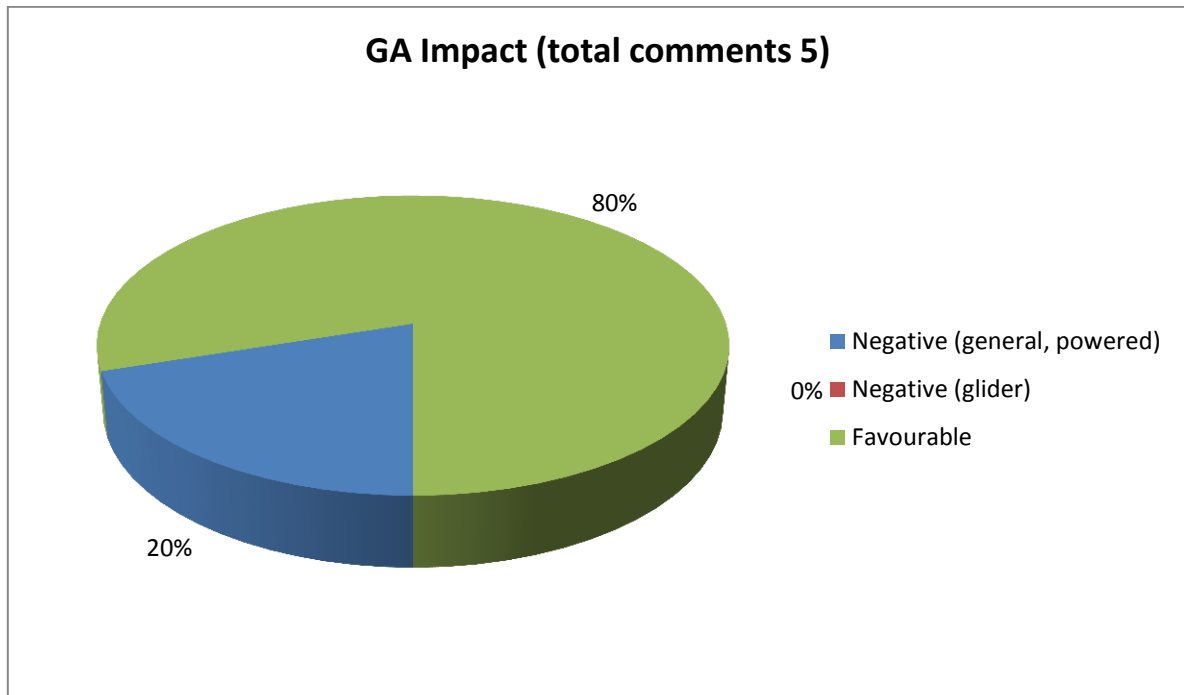


Figure 102 General nature of AS responses with respect to GA Impact theme

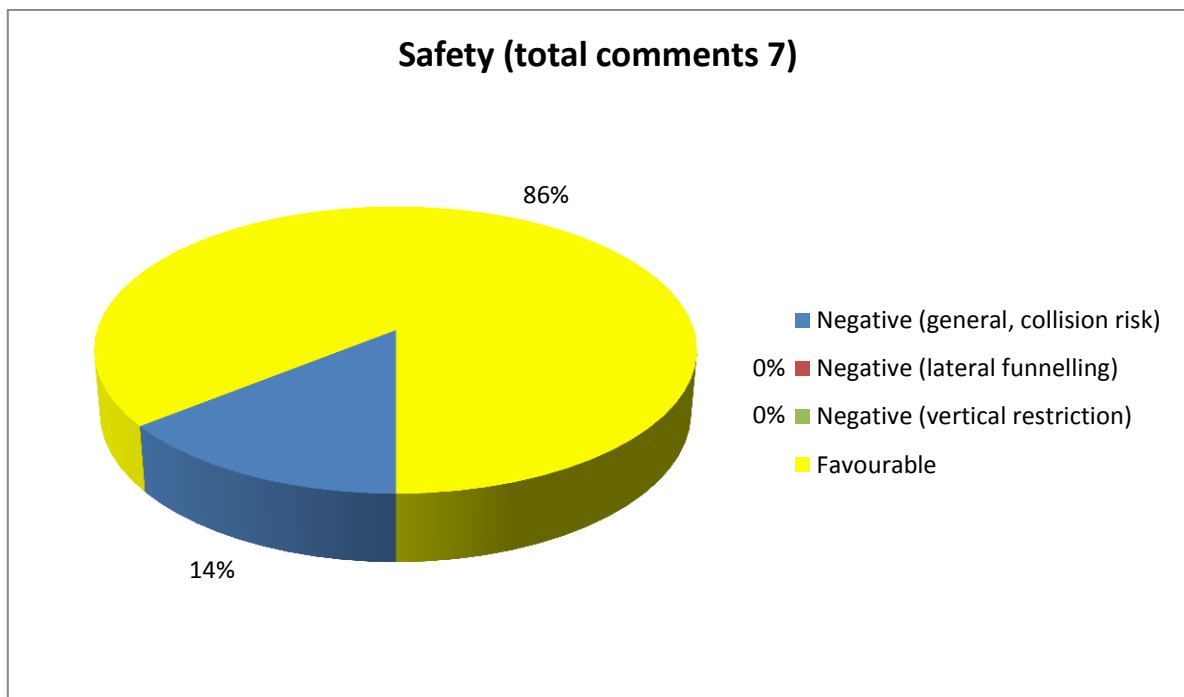


Figure 103 General nature of AS responses with respect to Safety theme

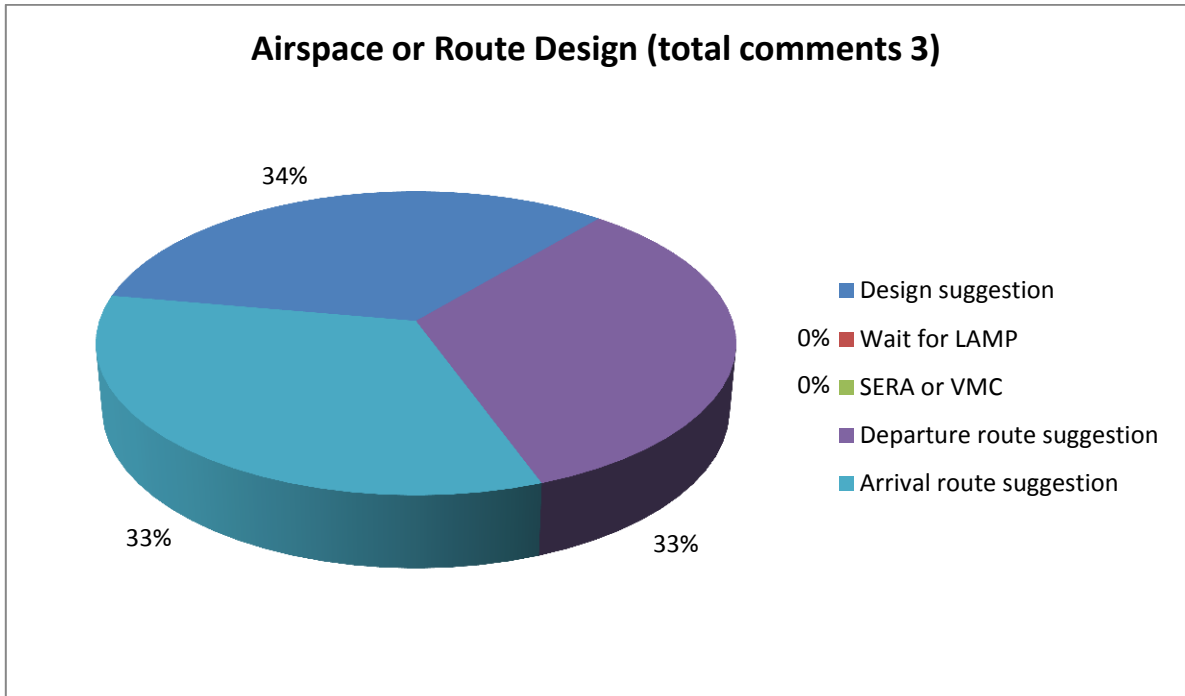


Figure 104 General nature of AS responses with respect to Airspace or Route Design theme

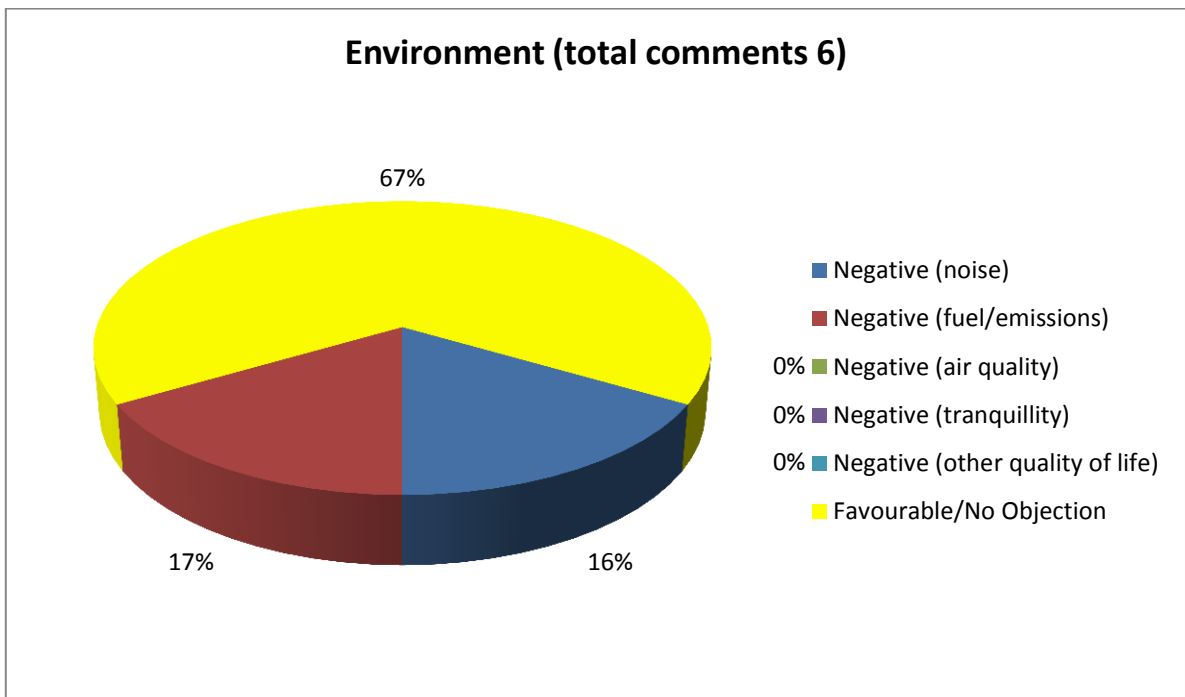


Figure 105 General nature of AS responses with respect to Environment theme

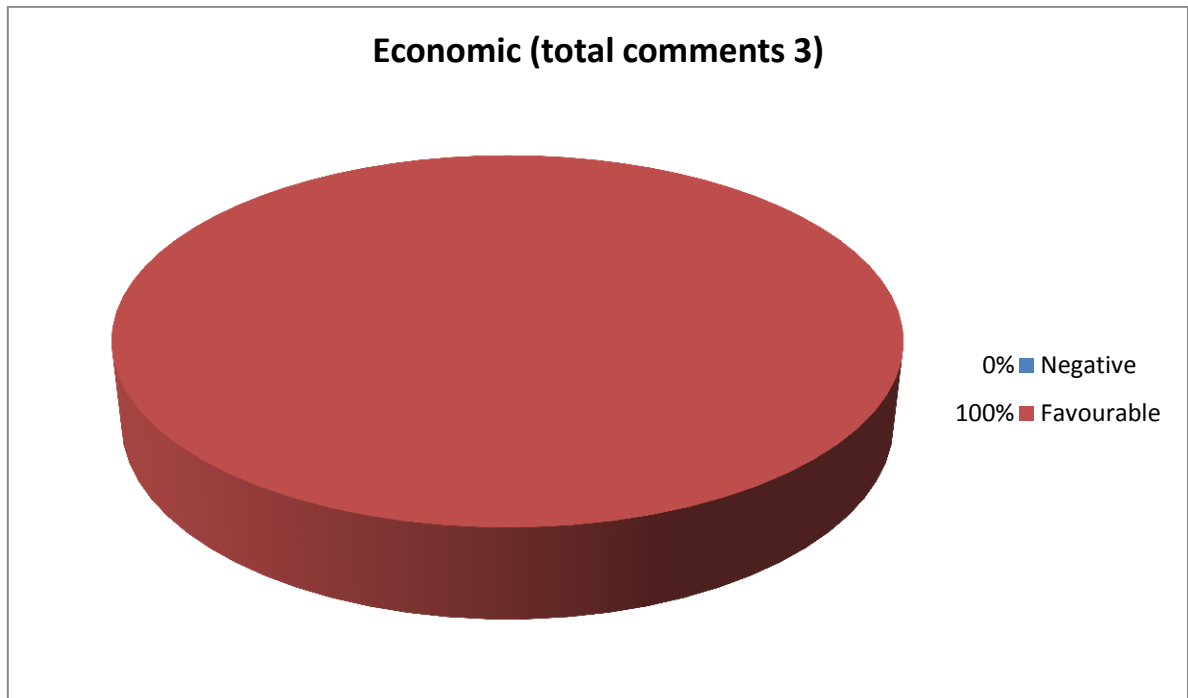


Figure 106 General nature of AS responses with respect to Economic theme

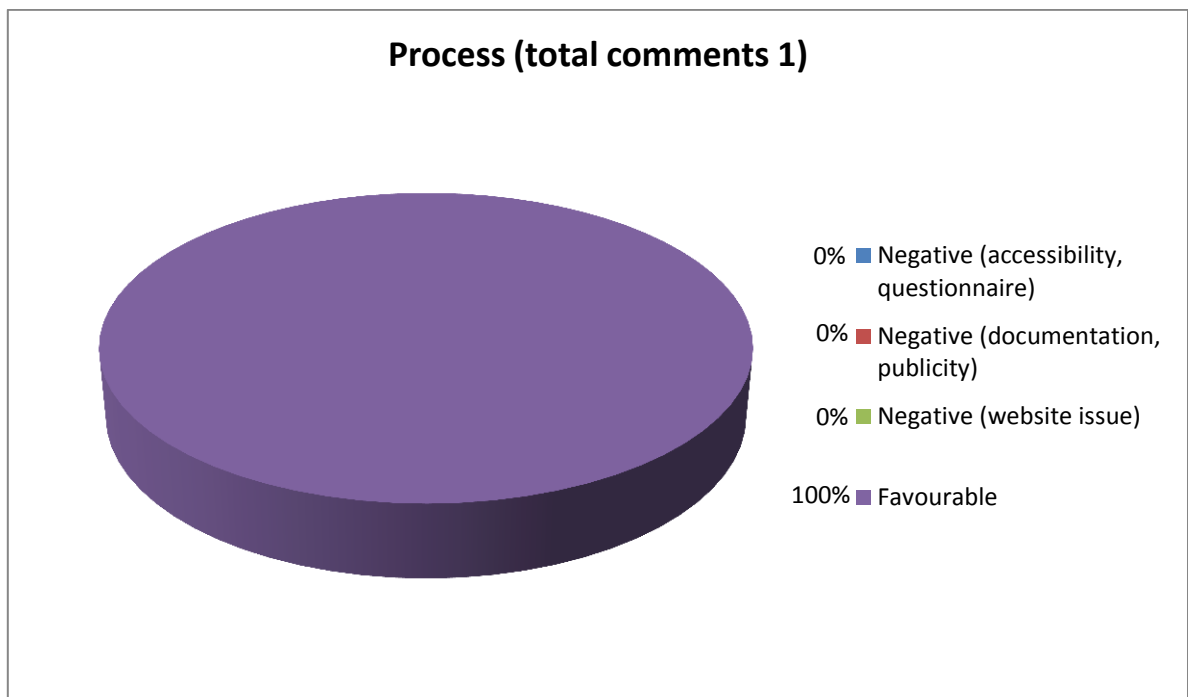
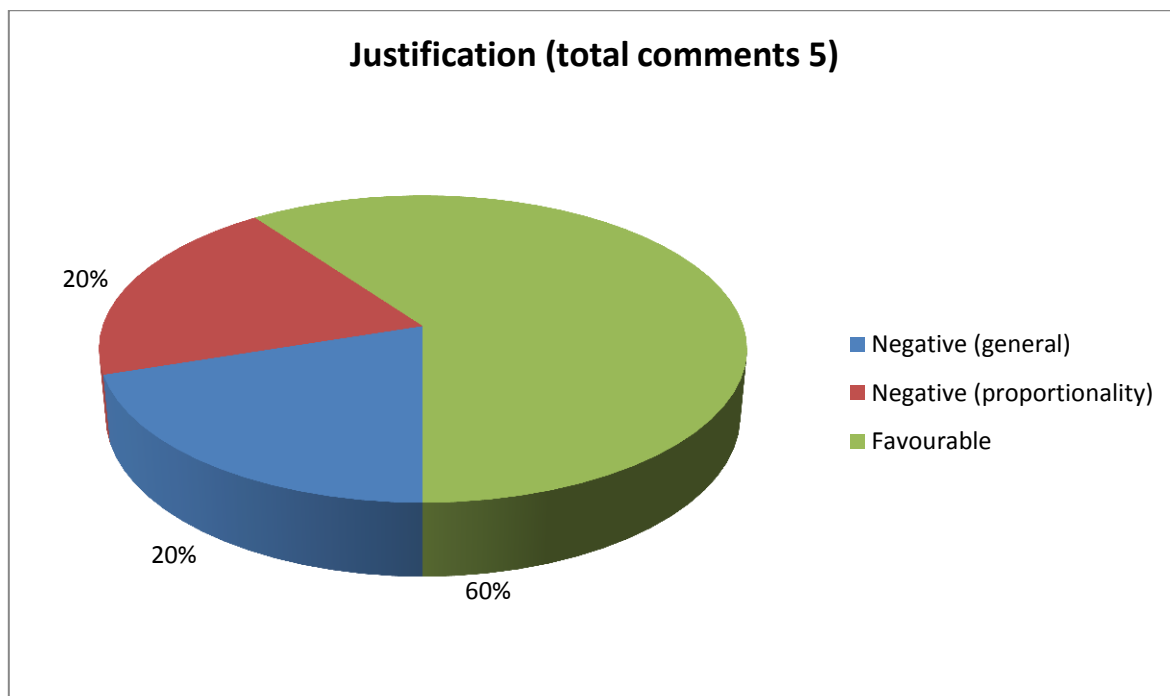


Figure 107 General nature of AS responses with respect to Process theme

### 13. Other stakeholders (OTH)

- 13.1. This analysis relates to other aviation stakeholders identified pre-consultation, which are not covered under one of the other stakeholder groups. These are abbreviated 'OTH'.
- 13.2. OTH responses were primarily written comments. The analysis performed here is the theming type.
- 13.3. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 13.4. Four of the 45 invited stakeholders provided OTH responses. A combined total of 36 comments were themed for OTH responses.
- 13.5. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 13.6. There were no comments themed as 'Out of scope' for OTH responses.
- 13.7. These stakeholders may also have taken part in the online multiple choice questionnaire. If so, those responses are covered earlier in this report under the relevant section.



**Figure 108 General nature of OTH responses with respect to Justification theme**

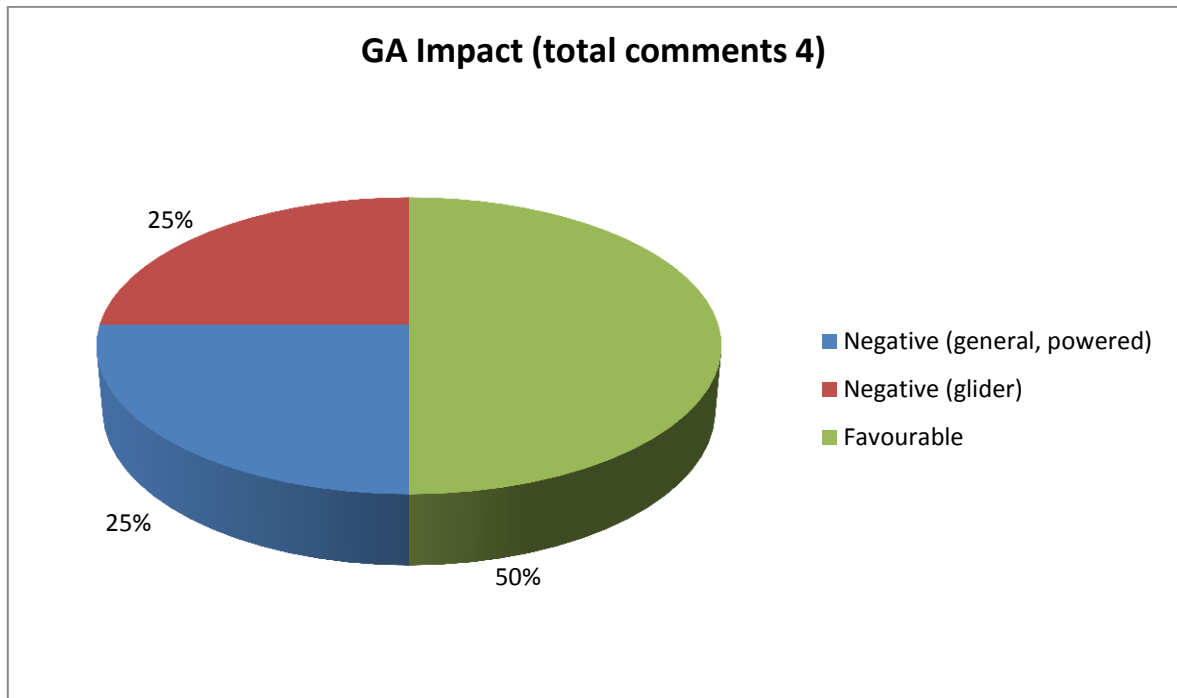


Figure 109 General nature of OTH responses with respect to GA Impact theme

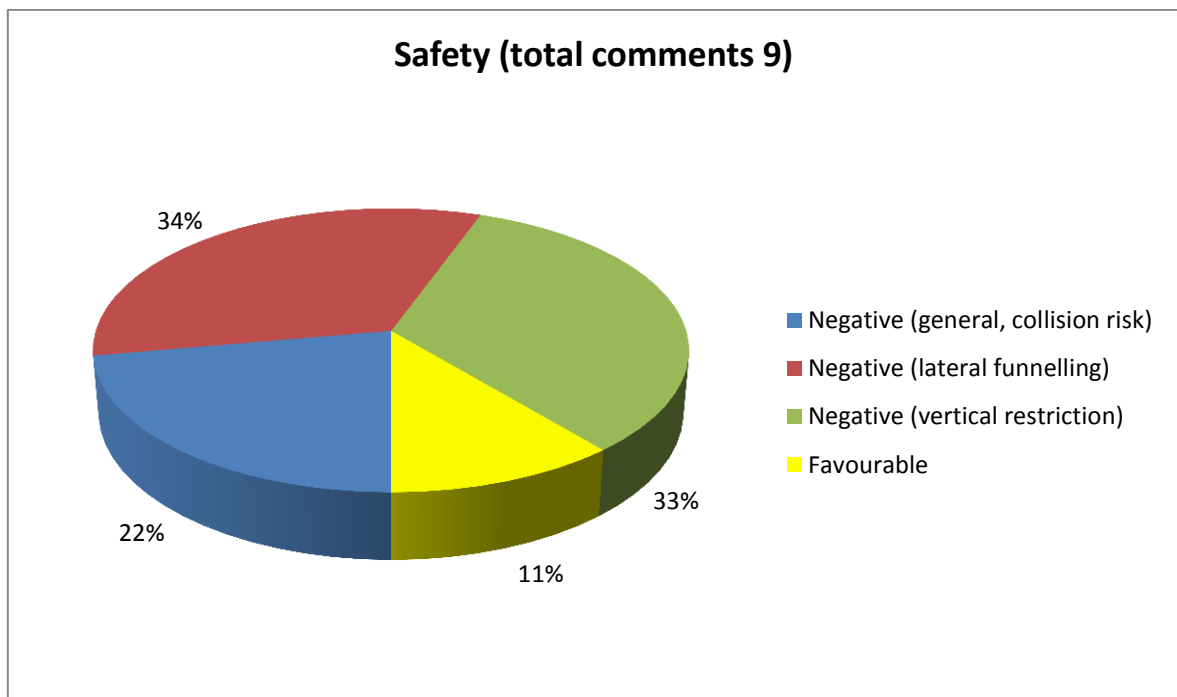
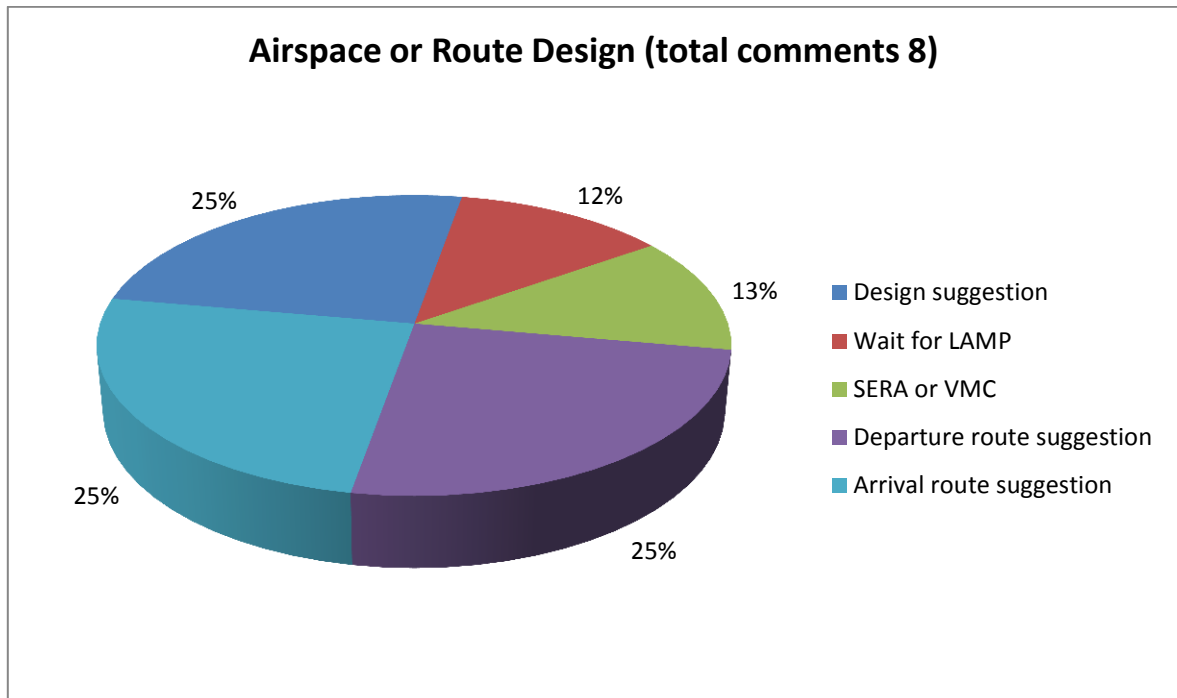
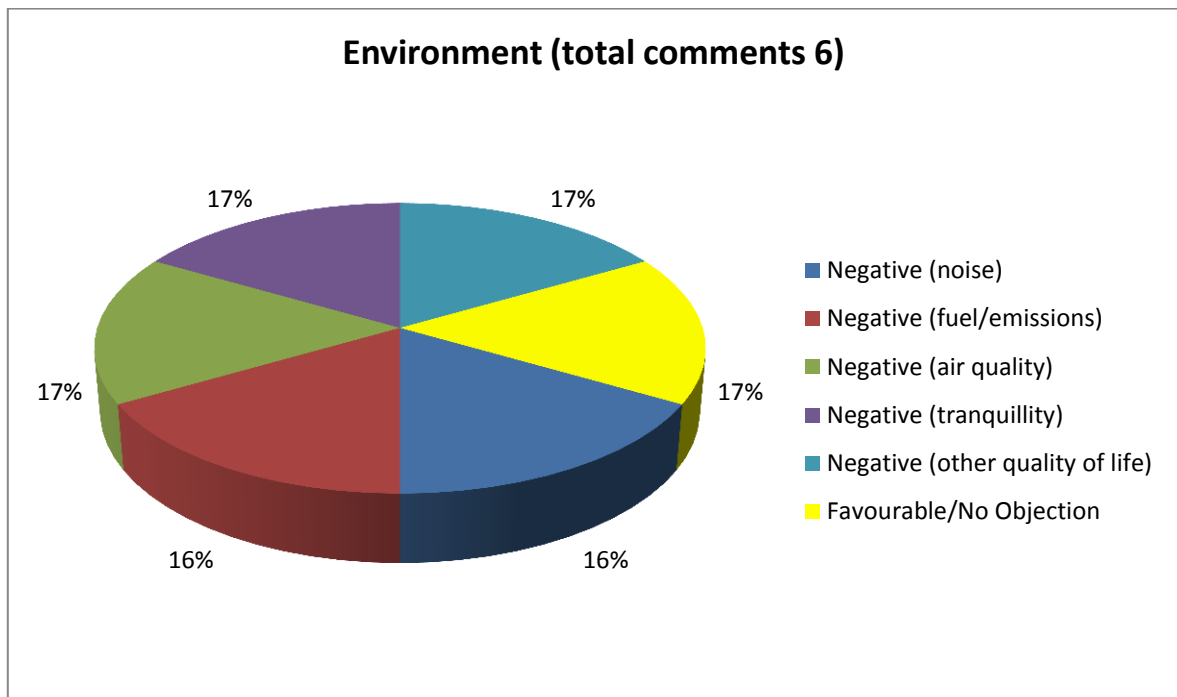


Figure 110 General nature of OTH responses with respect to Safety theme





**Figure 111** General nature of OTH responses with respect to Airspace or Route Design theme



**Figure 112** General nature of OTH responses with respect to Environment theme

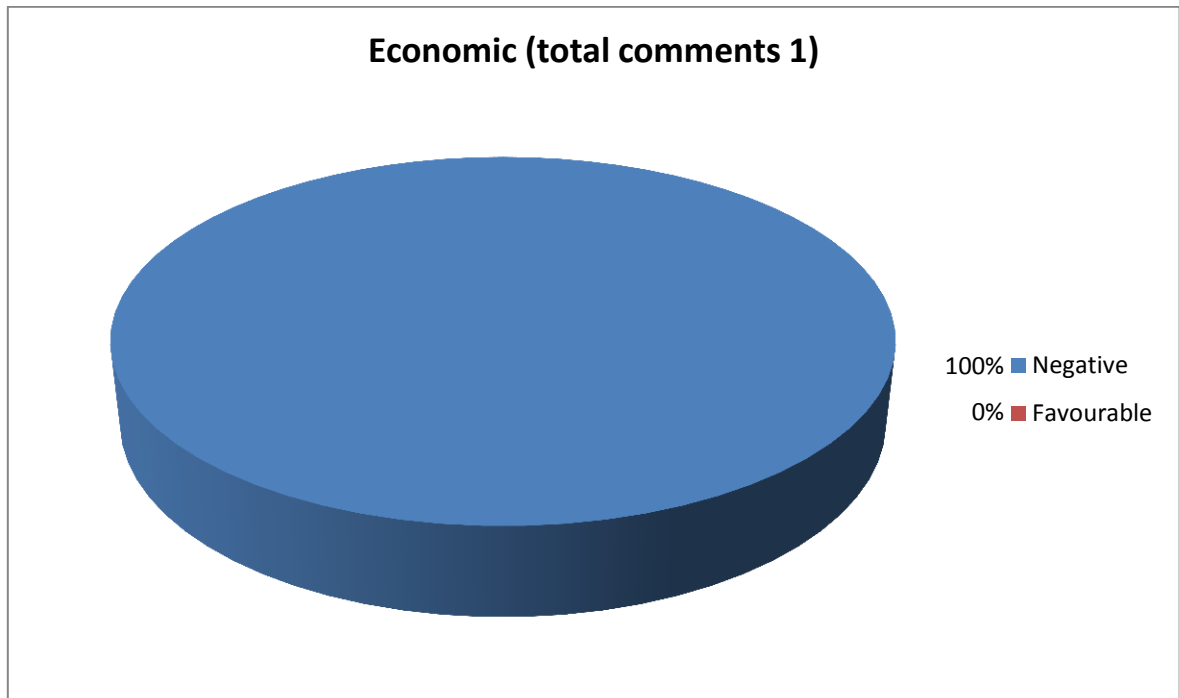


Figure 113 General nature of OTH responses with respect to Economic theme

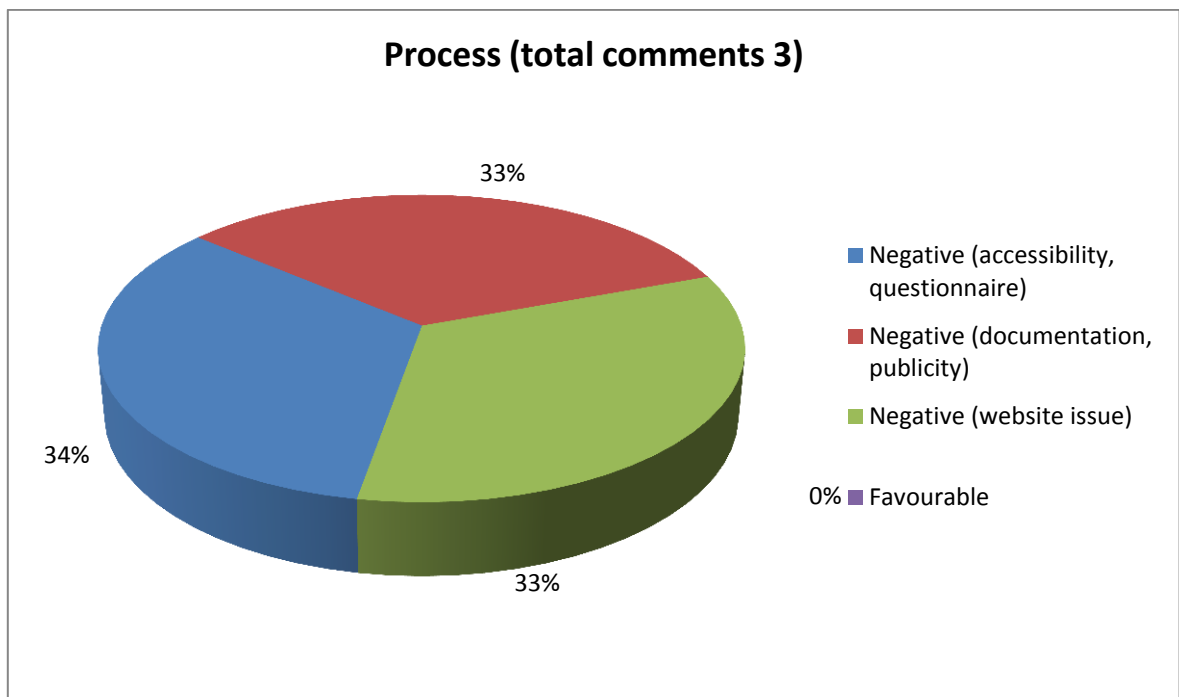


Figure 114 General nature of OTH responses with respect to Process theme

## 14. Balloon operators (BAL)

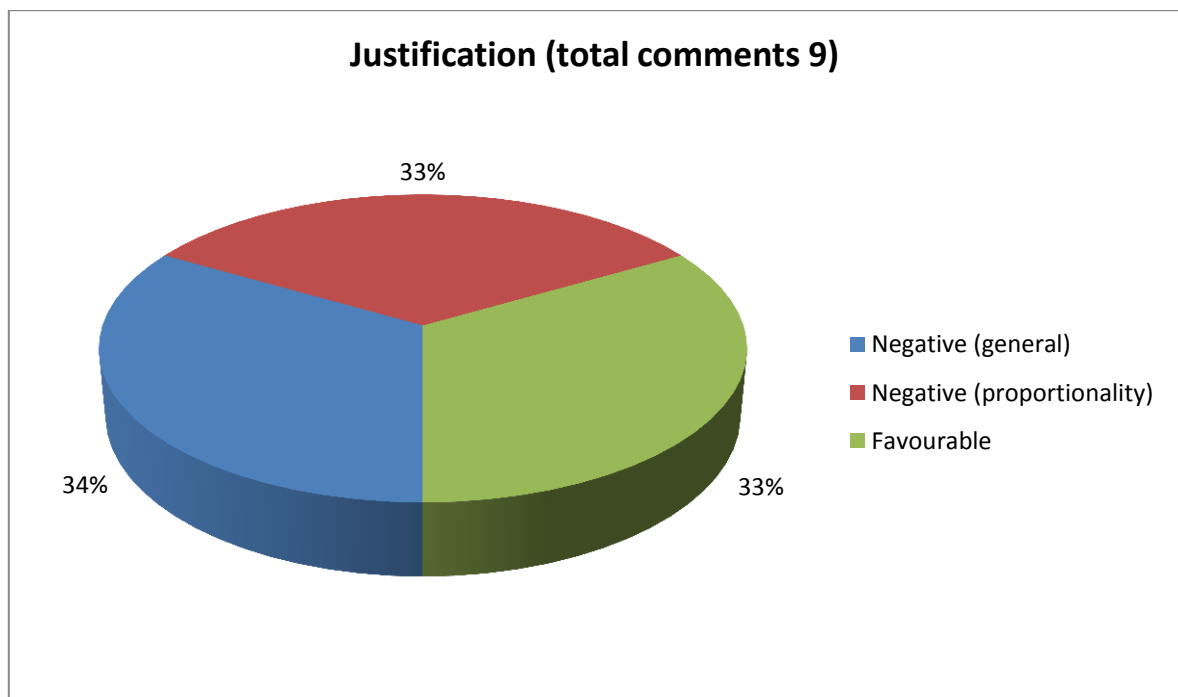
- 14.1. This analysis relates to balloon operators identified pre-consultation, which are not covered under one of the other stakeholder groups. These are abbreviated 'BAL'.
- 14.2. BAL responses were primarily written comments. The analysis performed here is the theming type.
- 14.3. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 14.4. One of the four invited balloon operators provided a formal response. Two comments were themed.
- 14.5. Other balloon operators responded. These are themed under the method they chose to respond, such as Part E.
- 14.6. Due to the single stakeholder response from the originally identified balloon operators, a table is more appropriate than a series of charts.
- 14.7. No comments were themed as 'Out of scope' for the BAL response.
- 14.8. This stakeholder may also have taken part in the online multiple choice questionnaire. If so, those responses are covered earlier in this report under the relevant section.

Major Theme	Sub-theme (number of responses)
Justification	Negative (general) (1)
Economic	Negative (1)

**Figure 115 BAL themed comments summary table**

## 15. Airports (AIR)

- 15.1. This analysis relates to airport or aerodrome stakeholders identified pre-consultation, which are not covered under one of the other stakeholder groups. These are abbreviated 'AIR'.
- 15.2. AIR responses were primarily written comments. The analysis performed here is the theming type.
- 15.3. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 15.4. Seven of the 19 invited stakeholders provided AIR responses. A combined total of 31 comments were themed for AIR responses.
- 15.5. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 15.6. One comment was themed as 'Out of scope' for AIR responses.



**Figure 116 General nature of AIR responses with respect to Justification theme**

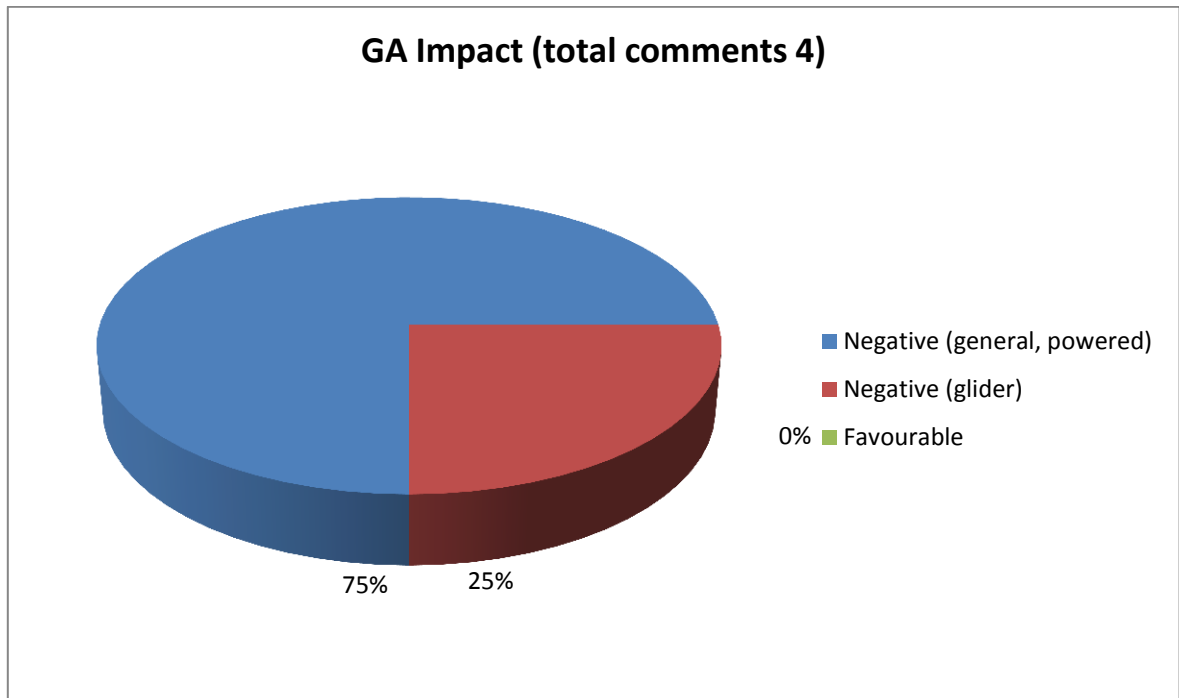


Figure 117 General nature of AIR responses with respect to GA Impact theme

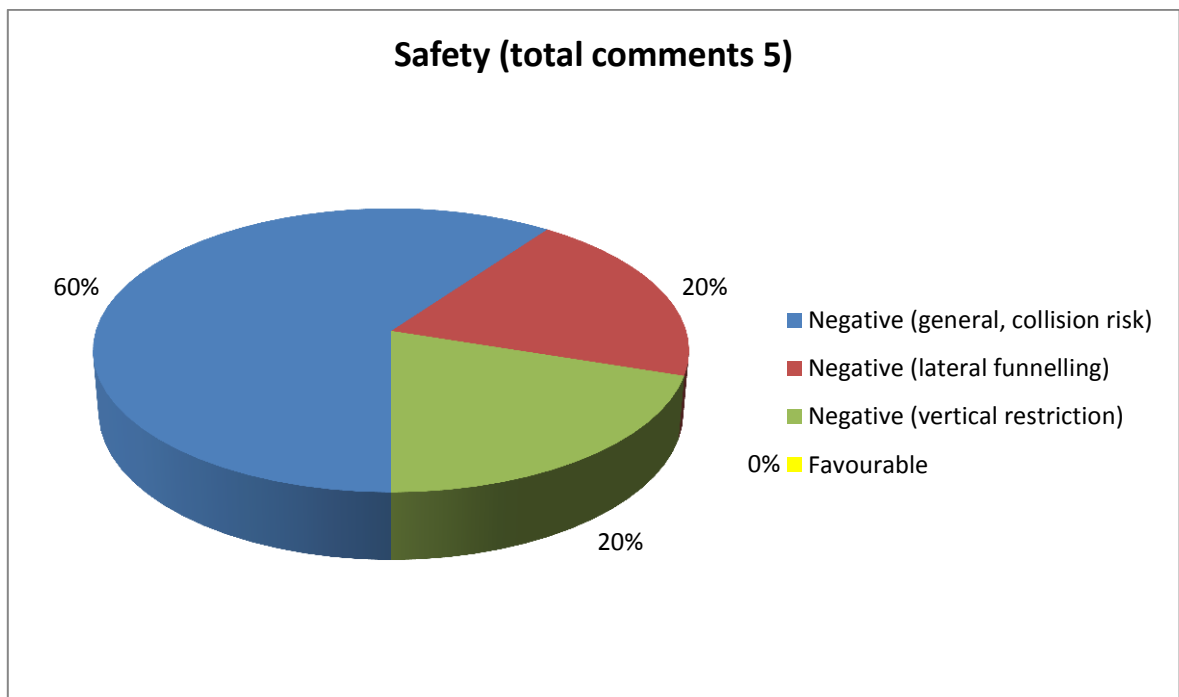


Figure 118 General nature of AIR responses with respect to Safety theme

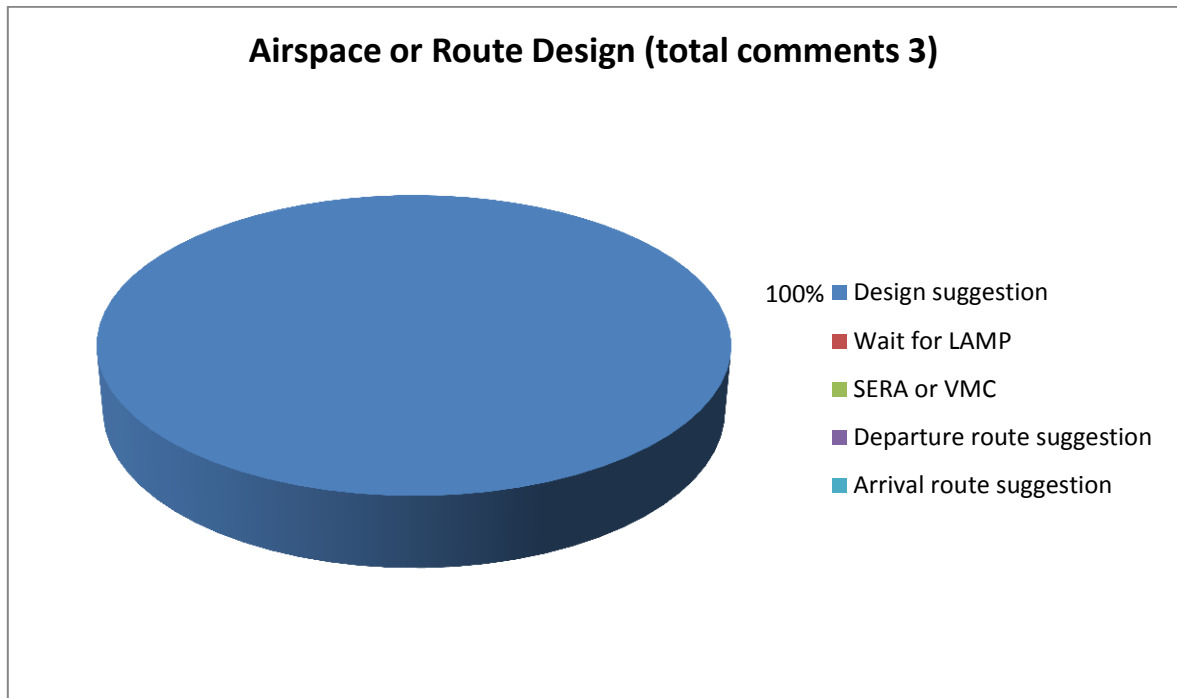


Figure 119 General nature of AIR responses with respect to Airspace or Route Design theme

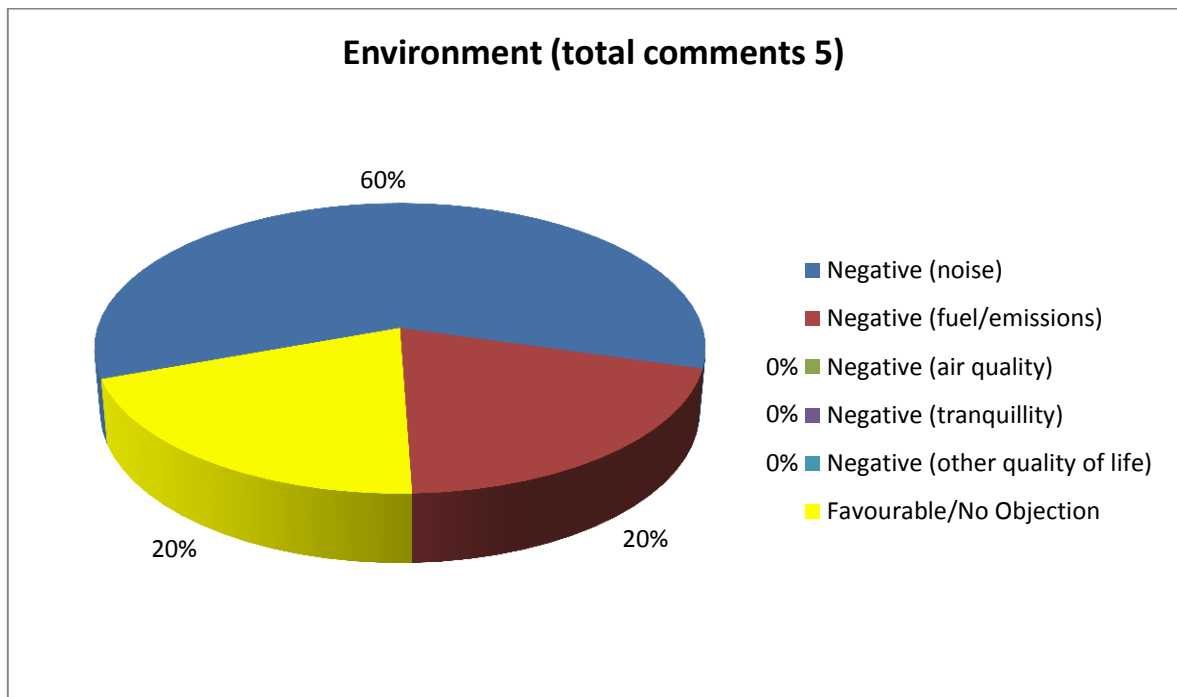


Figure 120 General nature of AIR responses with respect to Environment theme

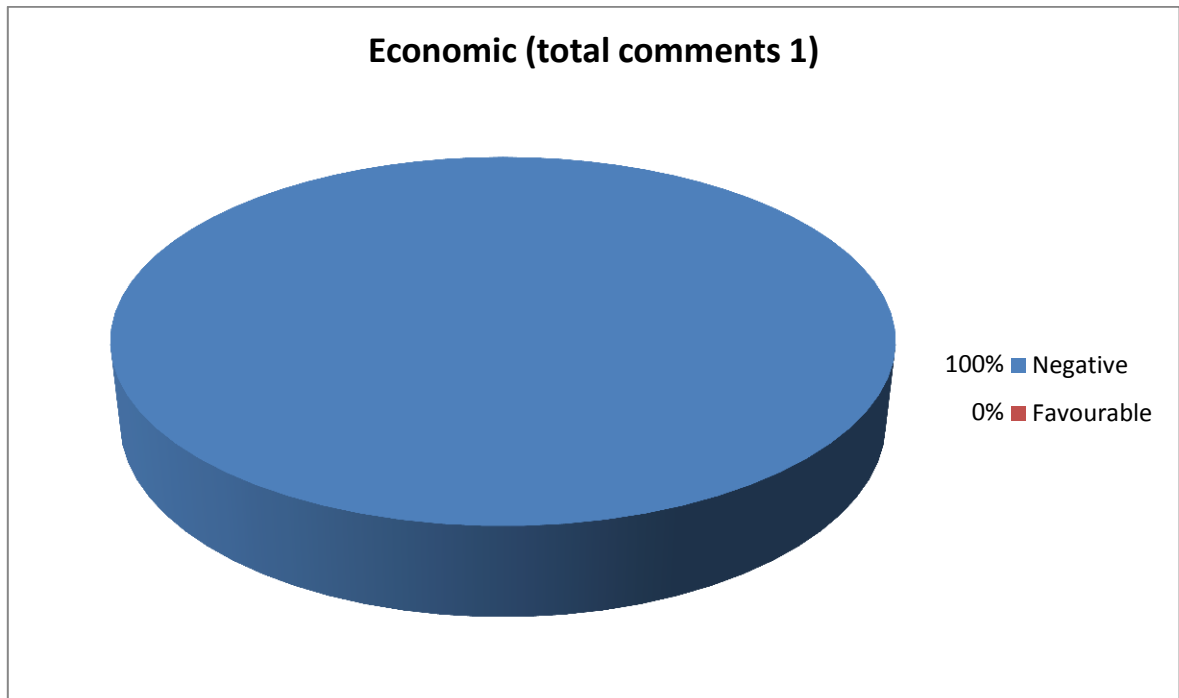


Figure 121 General nature of AIR responses with respect to Economic theme

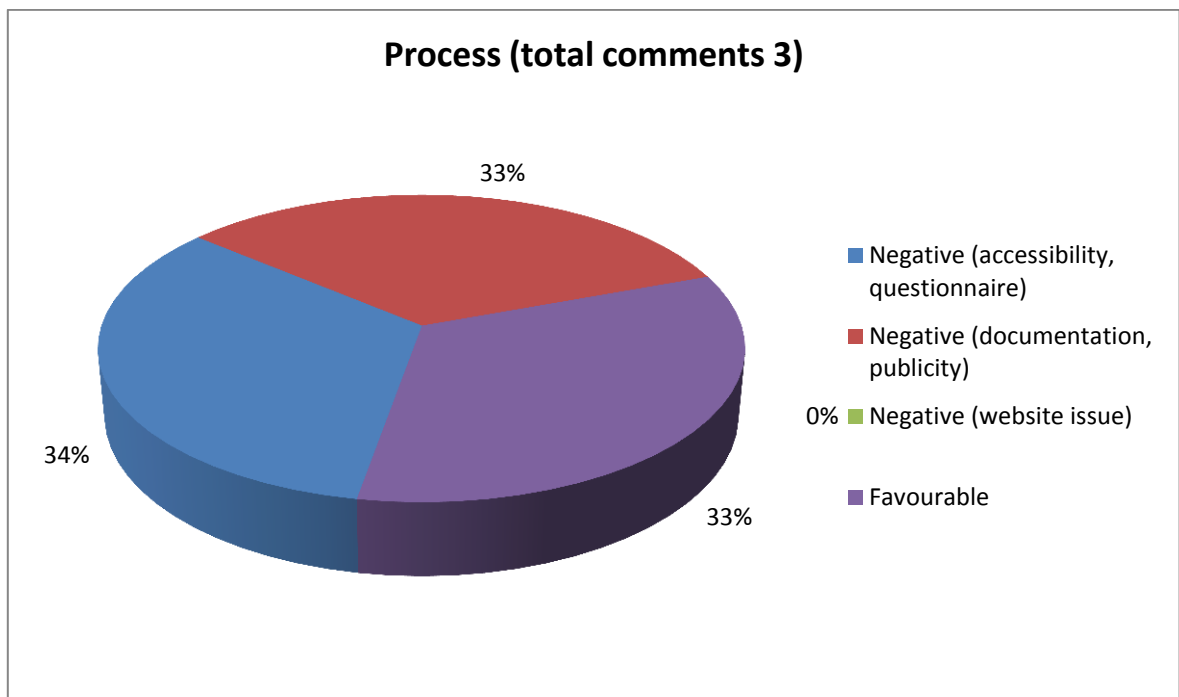


Figure 122 General nature of AIR responses with respect to Process theme

## 16. Local & National Environmental Groups (LNEG)

- 16.1. This analysis relates to local and national environmental groups identified pre-consultation, which are not covered under one of the other stakeholder groups. These are abbreviated 'LNEG'.
- 16.2. LNEG responses were primarily written comments. The analysis performed here is the theming type.
- 16.3. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 16.4. Six of the 13 invited stakeholders provided LNEG responses. A combined total of 42 comments were themed for LNEG responses.
- 16.5. Other groups falling into the same category may have responded. These are themed under the method they chose to respond, such as WM or Part B.
- 16.6. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 16.7. One comment was themed as 'Out of scope' for LNEG responses.

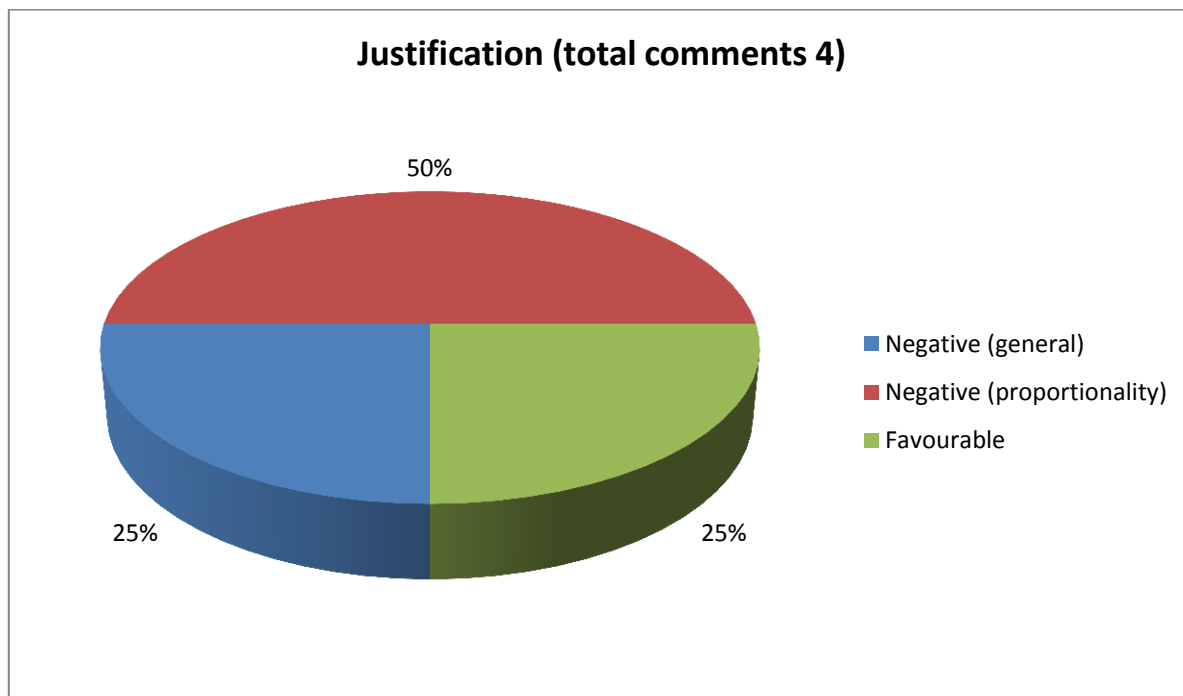


Figure 123 General nature of LNEG responses with respect to Justification theme



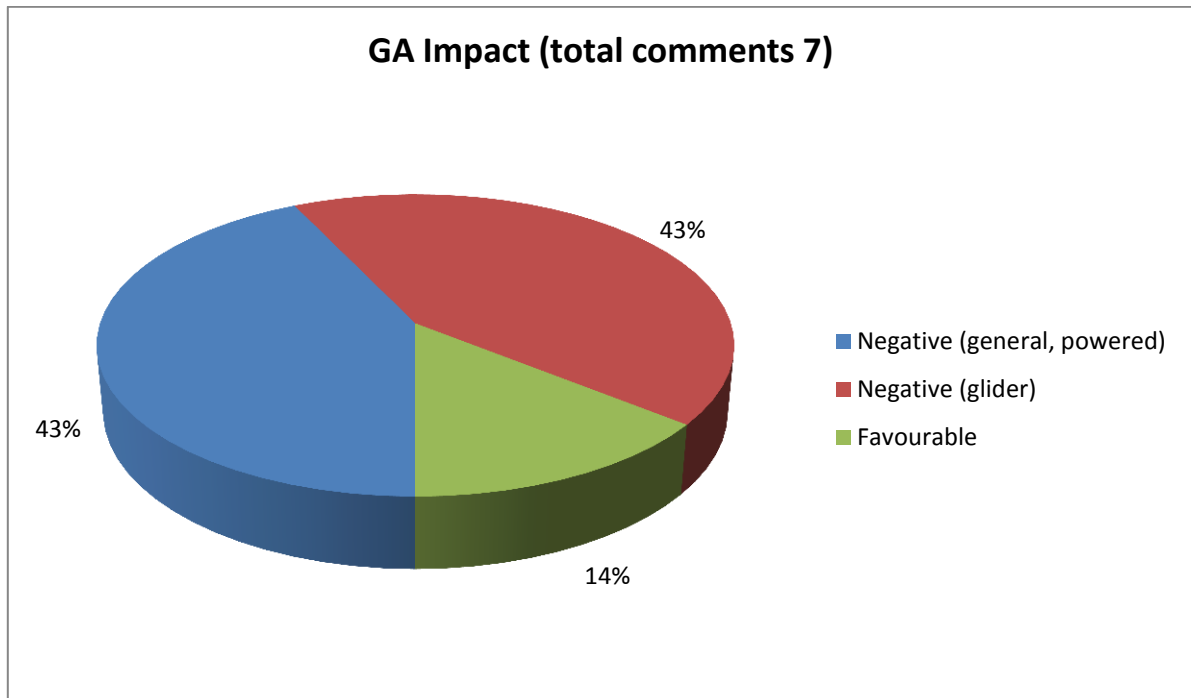


Figure 124 General nature of LNEG responses with respect to GA Impact theme

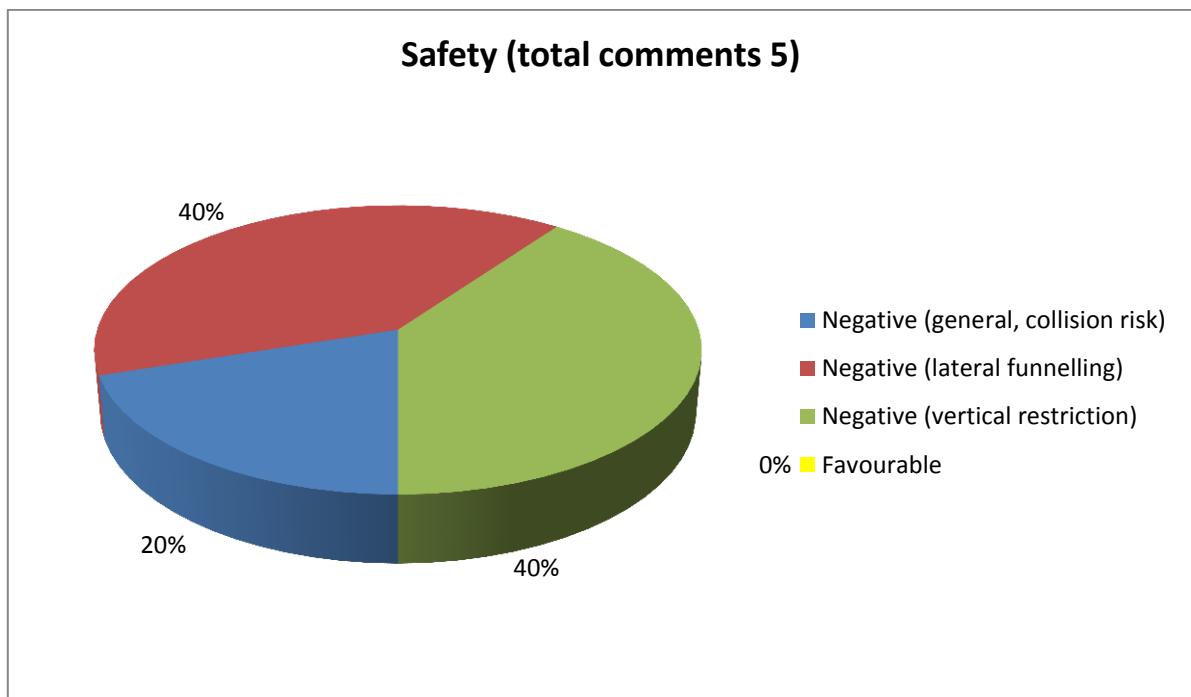
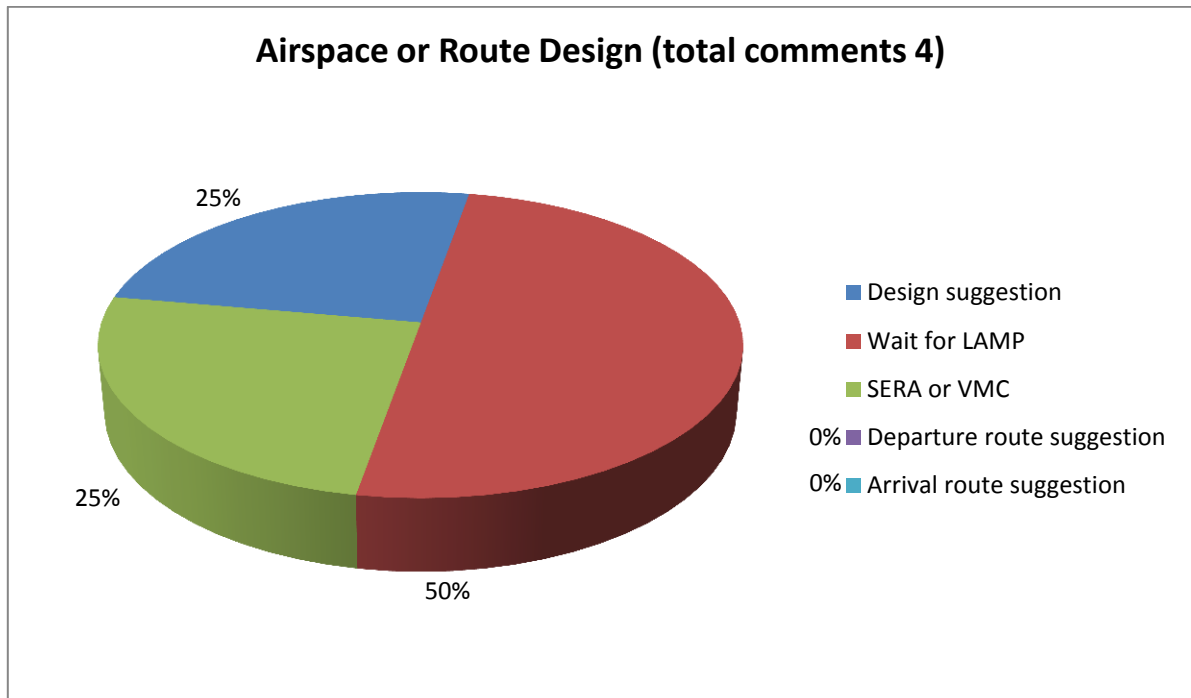
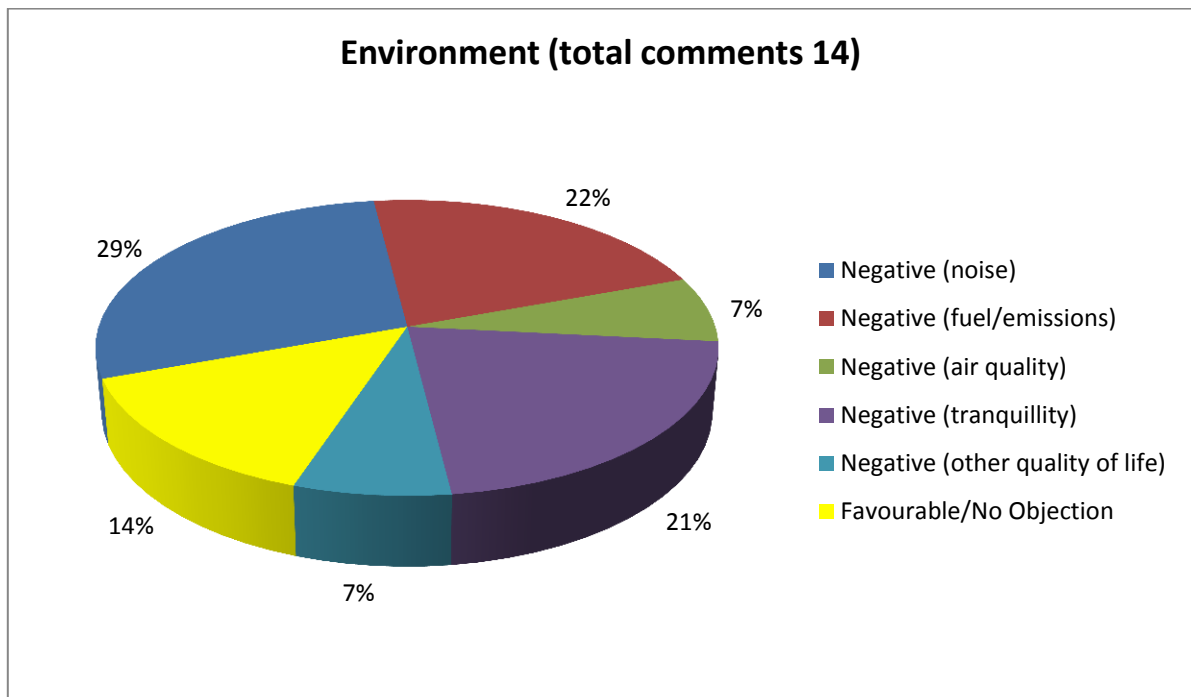


Figure 125 General nature of LNEG responses with respect to Safety theme



**Figure 126** General nature of LNEG responses with respect to Airspace or Route Design theme



**Figure 127** General nature of LNEG responses with respect to Environment theme

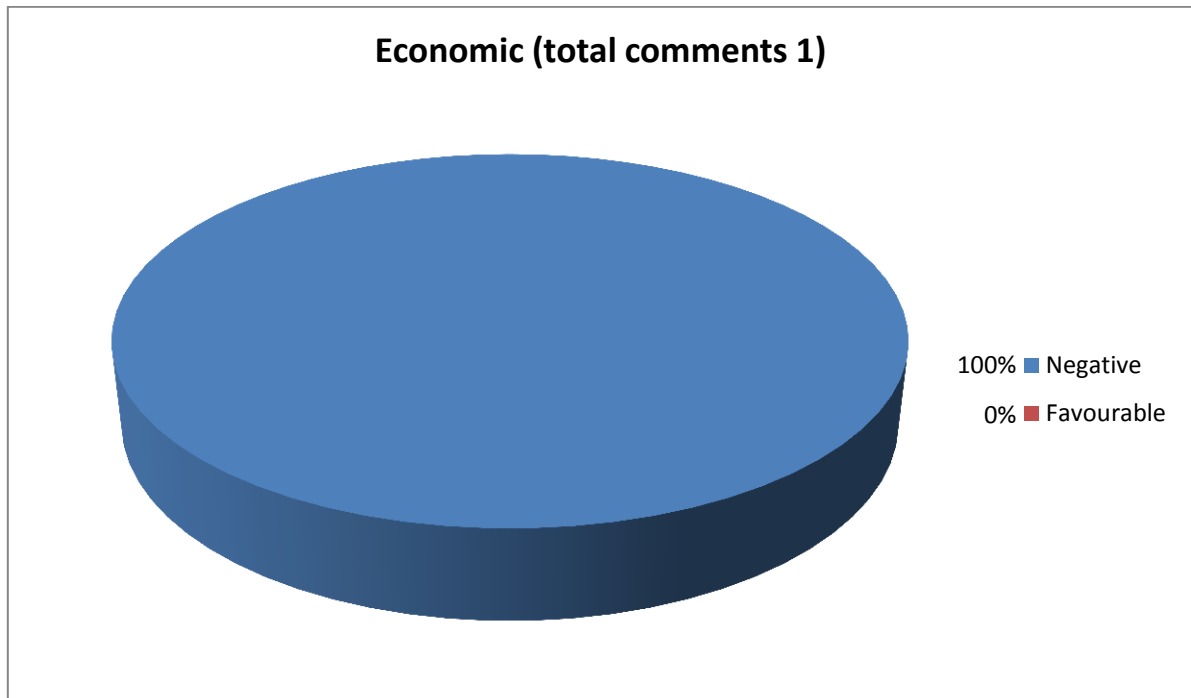


Figure 128 General nature of LNEG responses with respect to Economic theme

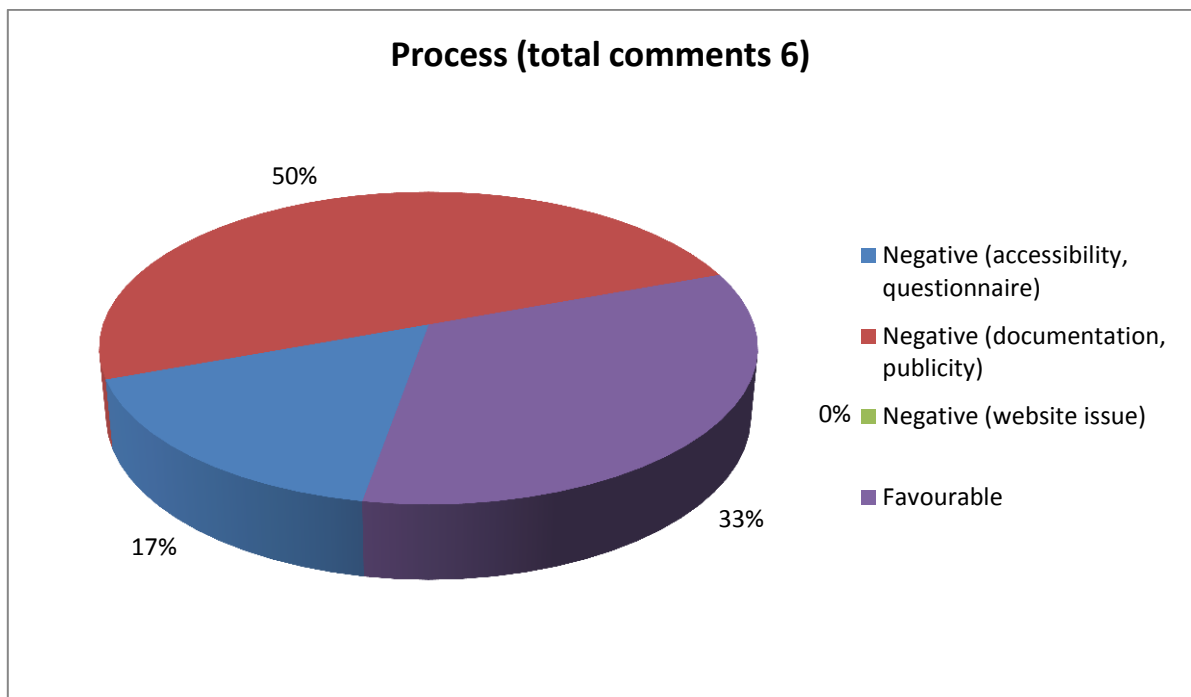
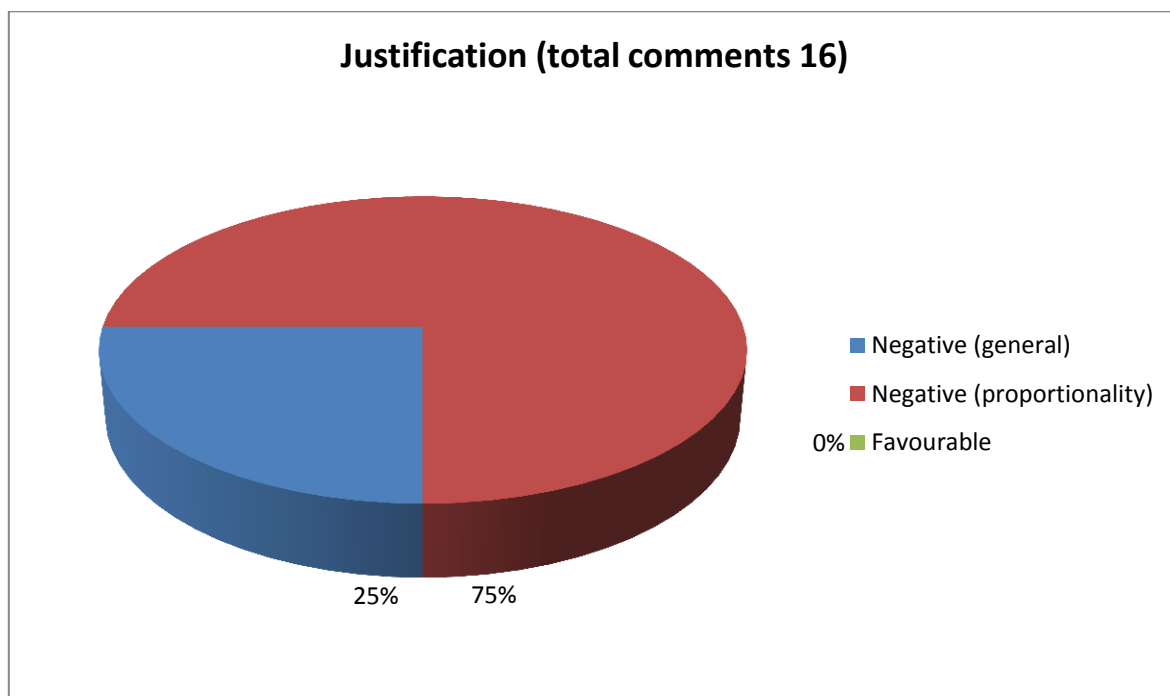


Figure 129 General nature of LNEG responses with respect to Process theme

## 17. Responses received by alternate methods (ALT)

- 17.1. These stakeholders submitted their written responses outside the channels specified in the consultation material. For example, some were sent directly via email to individuals at TAG Farnborough Airport, the CAA, NATS, or wrote to their MP who subsequently passed it on to us for inclusion. This category of stakeholder is abbreviated here as 'ALT'.
- 17.2. They did not take part in the online multiple choice questionnaire, hence the analysis performed here is the theming type.
- 17.3. See paragraphs 19.1 to 19.12 starting on page A122 for the theming analysis method, and how comments have been interpreted.
- 17.4. 36 stakeholders provided ALT responses. A combined total of 103 comments were themed for ALT responses.
- 17.5. The charts on the following pages illustrate the number of comments by theme, and how they were distributed into sub-themes.
- 17.6. No comments were themed as 'Out of scope' for ALT responses.



**Figure 130 General nature of ALT responses with respect to Justification theme**

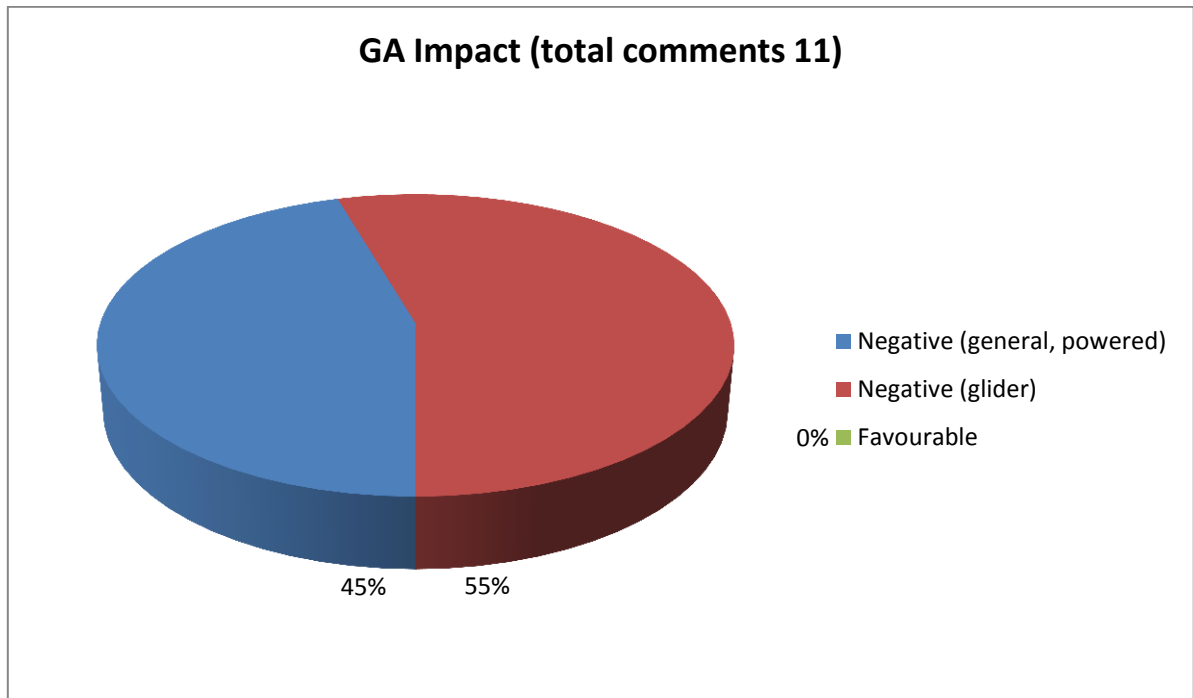


Figure 131 General nature of ALT responses with respect to GA Impact theme

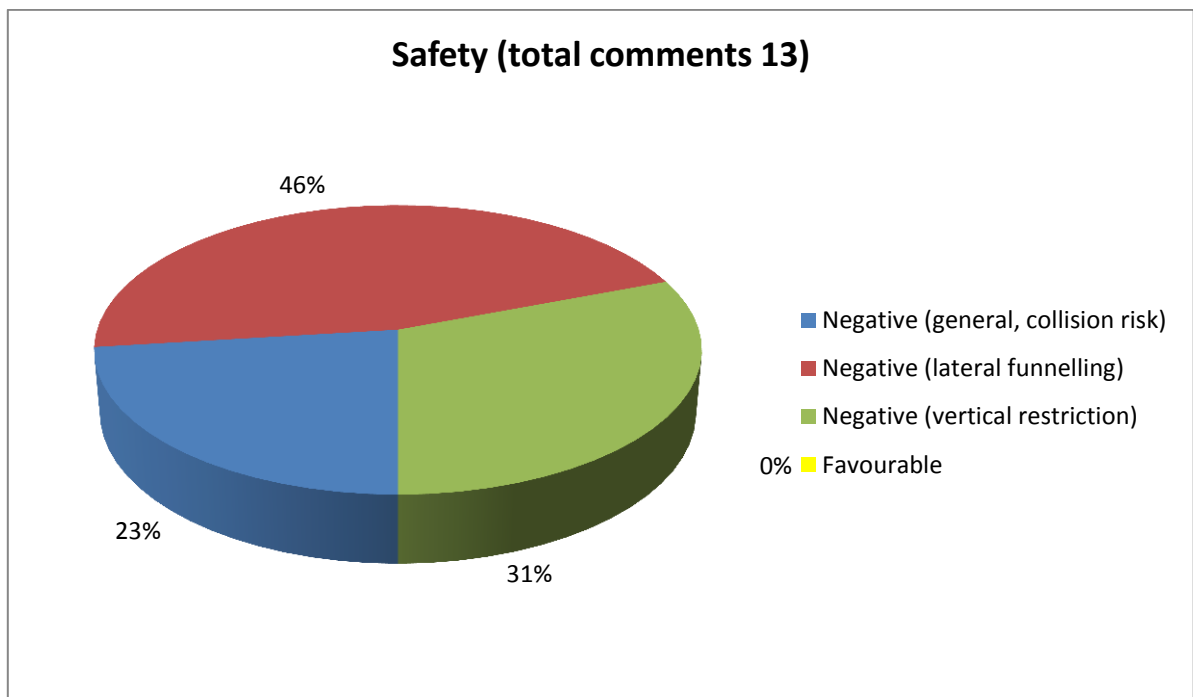
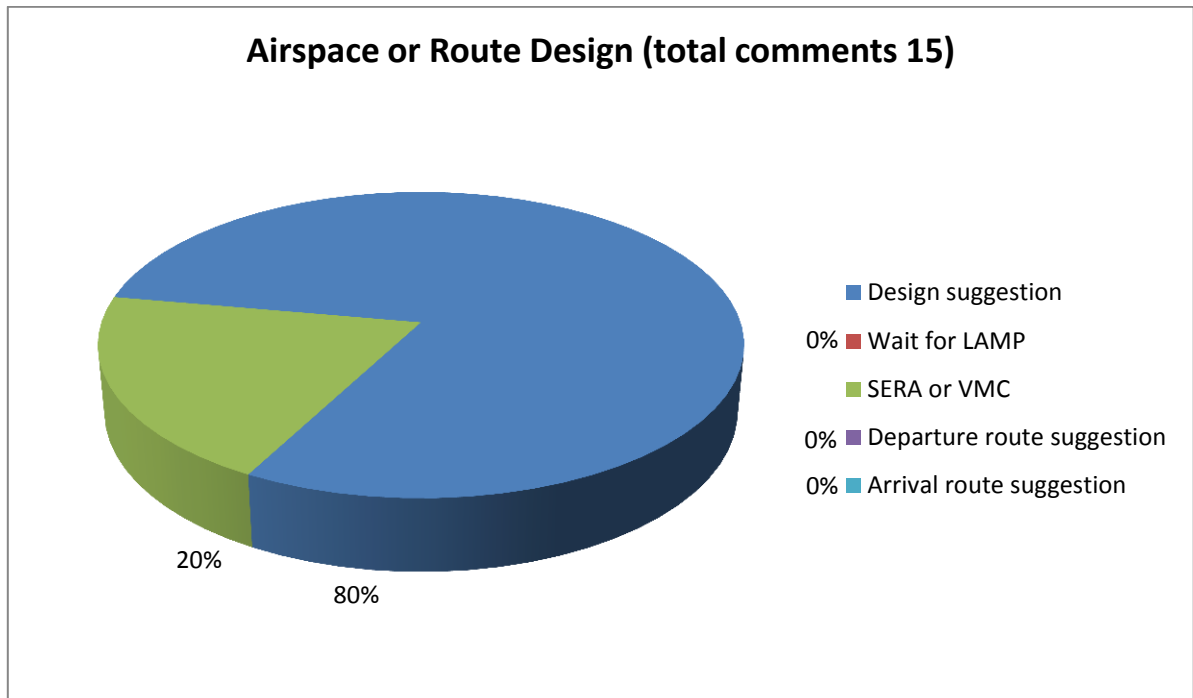
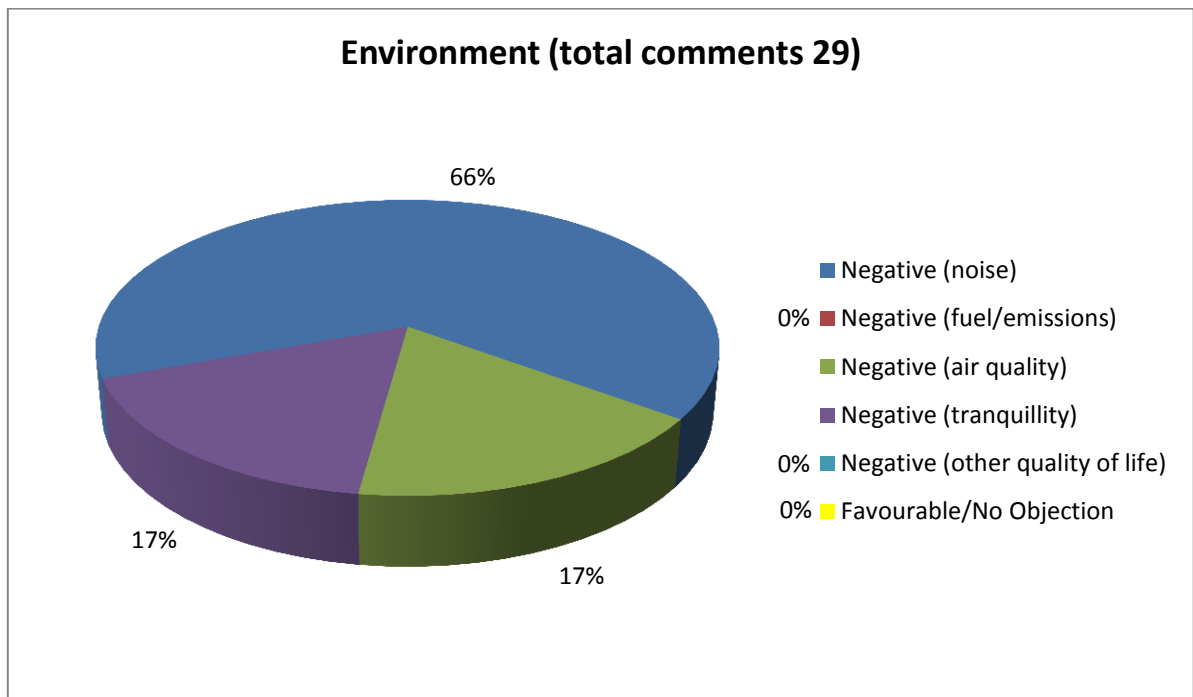


Figure 132 General nature of ALT responses with respect to Safety theme



**Figure 133** General nature of ALT responses with respect to Airspace or Route Design theme



**Figure 134** General nature of ALT responses with respect to Environment theme

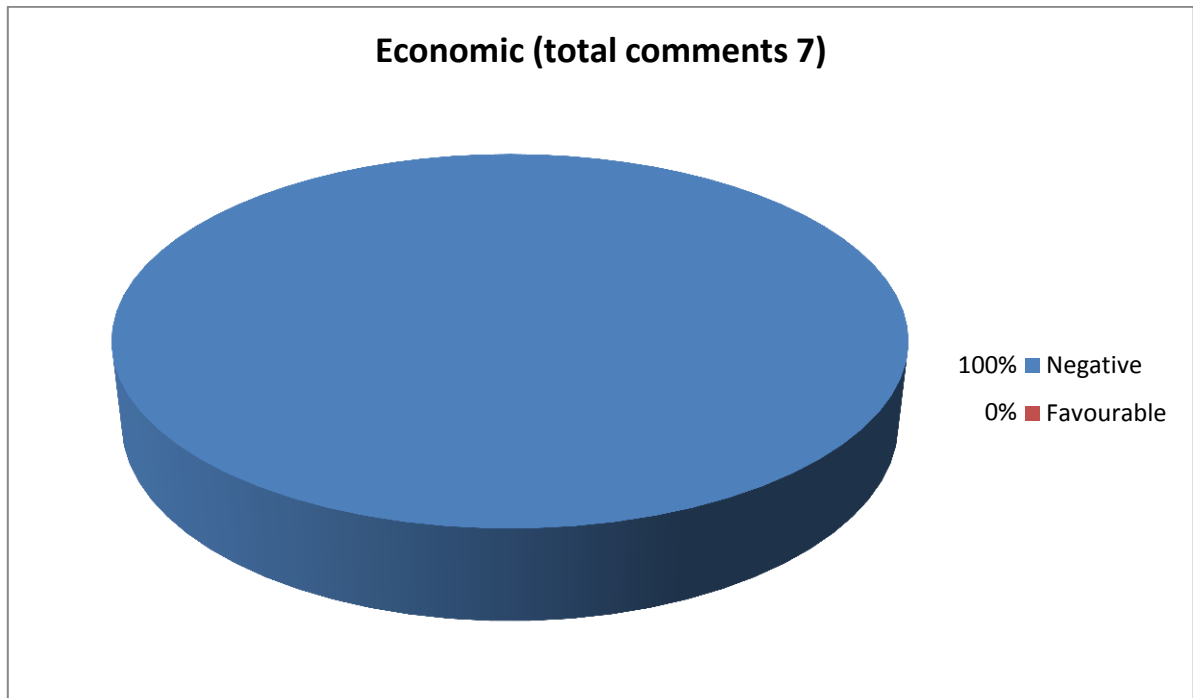


Figure 135 General nature of ALT responses with respect to Economic theme

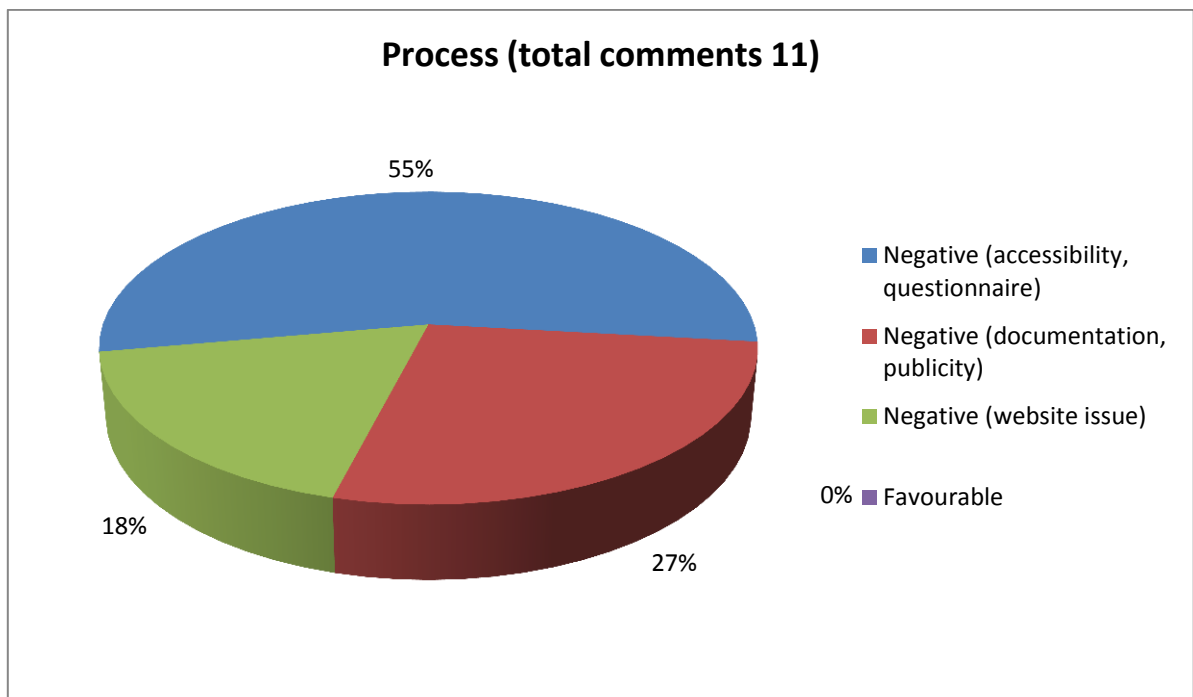


Figure 136 General nature of ALT responses with respect to Process theme

## 18. Appendix - Analysis methodology - Multiple-choice questions

- 18.1. Answers to the multiple-choice questions were counted and charts produced of the results.
- 18.2. The online questionnaire was designed to allow stakeholders to answer any or all of the questions. Some questions were answered more frequently than others. This is shown in the analysis as a 'blank' entry, to illustrate where stakeholders answered at least one other question in the same Part of the consultation material, but not that specific question.
- 18.3. Some questions asked the stakeholder to describe impacts on a specific location, such as Question B4. There was ample scope in the consultation response form to supply multiple individual locations, and to associate impacts with each supplied location.
- 18.4. Location responses were only analysed if they were 'usable'. Identifying a location response as 'usable' (or not) does not affect our interpretation of any other questions answered elsewhere in this report.
- 18.5. A 'usable' response was one where a specific location was given and all answers to all sub-parts of the question were supplied:
  - a. If a stakeholder supplied a specific location, but did not supply an opinion of the impact it would receive under this proposal, the response was not deemed usable. An opinion of the impact a place might receive is required in order to include it in any ongoing design considerations
  - b. If a stakeholder supplied a location description that was an extremely large area (example 'Hampshire and Berkshire'), the response was not deemed usable as it was not specific enough. Specific, identifiable locations are required in order to include them in any ongoing design considerations
  - c. If a stakeholder supplied multiple locations in one single response (example 'All UK GA airfields') the response was not deemed usable – each specific location should have been supplied individually, with an associated opinion of the impact. Specific, identifiable locations are required in order to include them in any ongoing design considerations
- 18.6. For these 'location' questions, the supplied locations were converted to the first half of a postcode where possible (such as GU10 representing the villages of Ewshot, Crondall, Bentley etc).
- 18.7. The most common locations supplied are examined in more detail. For these locations, stakeholders described the type of impacts that, in their opinion, would occur due to the proposal.
- 18.8. We recognise that there are many permutations of, and limitations to, analysis for this location data. The first half of a postcode can cover several types of location, potentially representing both populated and tranquil areas.



- 18.9. A more detailed postcode can identify the difference but would make the charts far more numerous and complex to display, reducing their accessibility.
- 18.10. Some places relevant to one Part were included as answers to questions in other Parts, for example GU10 postcodes are geographically relevant to Part B but became a common response to Part C, and Lasham Airfield became a common response to Part D despite being geographically in Part B. The analyses of locations supplied for each Part have been displayed, by Part, as per the responses received. No attempt has been made to move or combine geographically-incorrect responses into the analysis of the 'correct' Part.
- 18.11. All<sup>2</sup> responses received will be sent to the CAA as part of the CAP725 process. The CAA will ensure we have made reasonable interpretations of the data.

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<sup>2</sup> Where a stakeholder has requested that their name should not be passed on to the CAA, a code number will be used instead. The CAA will not have access to the decode. The content of the response itself will still be sent to the CAA.

## 19. Appendix - Analysis methodology - Comments, text, uploaded files, postal responses and all non-multiple choice responses

- 19.1. There were commonly occurring themes within most consultation responses. The themes mentioned in each response were identified and counted. The analysis method, main themes and context for sub-themes are detailed below.
- 19.2. Firstly, the comments and uploaded files received were collated. A sample of these comments and files was then read by a small team of analysts in order to construct a draft 'theming matrix'. The theming matrix is the primary tool for this type of analysis. It consists of columns containing major themes which are broken down into sub-themes, for example a major theme is 'Environmental Impact' and a sub-theme is 'Noise'.
- 19.3. This draft theming matrix was further refined via the repeated reading of a larger sample of comments, letters and uploaded files. The refined (final) matrix was then used to theme all comments and files, and the results summarised in charts. The associated theme and sub-theme provides context to the data.
- 19.4. In some cases it was clear as to which Part the comments relate. In others it was not. This is reflected in the associated section headings for the analysis.

### Justification

- 19.5. This theme arose from comments received regarding the actual need for the proposed airspace. Sub themes of **Justification** are:
  - a. **Negative (general)**  
Insufficient justification, with no specific details on the precise objection
  - b. **Negative (proportionality)**  
Justification for the proposal is inadequate due to:
    - Airspace volume comparison with other airports
    - Comparison of number of flights with other airports
    - Comparison of number of passengers with other airports
    - Too few passengers per flight, including VIP exclusivity
    - Forecast growth not substantiated
    - Excessive impact on other airspace users
    - Scale of 'grab' of airspace
    - Other general statement in the context of proportionality
  - c. **Favourable**  
Positive statement or a statement specifying 'no objection' to the proposal in this context

## General Aviation (GA) Impact

19.6. This theme arose from comments received regarding the impact this proposal might have on other airspace users, particularly the GA community. Sub themes of **GA Impact** are:

a. **Negative (general, powered)**

Mentioned impact on:

- Powered-flight pilot training
- Recreational powered flight
- Aerodromes primarily involving in powered flight
- Ballooning

b. **Negative (glider)**

Mentioned impact on:

- Gliders in general
- Specific gliding clubs or groups
- Aerodromes primarily involving in gliding

c. **Favourable**

Positive statement or a statement specifying 'no objection' to the proposal in this context

## Safety Impact

19.7. This theme arose from comments received regarding the safety impact this proposal might have on TAG Farnborough and other airspace users, particularly the GA community. Sub themes of **Safety Impact** are:

a. **Negative (general, collision risk)**

Mentioned:

- General safety concerns, no specific statement given
- Increased risk of collision due to the proposal
- Increased risk of air miss or airprox due to the proposal
- Pilot or ATC workload
- Danger to people on the ground

b. **Negative (lateral funnelling)**

With respect to non-Farnborough aircraft:

- Forcing into a smaller area or corridor
- Overcrowding
- Reduced width or narrowing of gap
- Choke or pinch points or similar phrase where the context is lateral

c. **Negative (vertical restriction)**

With respect to non-Farnborough aircraft:

- Airspace base too low
- Concern regarding terrain clearance
- Compliance with Rule 5 of the Air Navigation Order
- Headroom
- Crushed, squashed, squeezed or similar phrase where the context is vertical

d. **Favourable**

Positive statement or a statement specifying 'no objection' to the proposal in this context

## Airspace or Route Design

19.8. This theme arose from comments received regarding airspace design suggestions and concerns. Sub themes of **Airspace or Route Design** are:

a. **Design suggestion**

A specific suggestion to modify the airspace or routes, including discussion of:

- The extent of a specific airspace volume, described by number as per the consultation charts, for example CTA8
- Classification of an airspace volume such as Class D
- Conceptual suggestions such as the use of RMZ and/or TMZ<sup>3</sup>
- Discussion of an alternate design put forward by another organisation
- Visual reference points
- Complexity of the proposed airspace, such as difficulty with visual navigation

b. **Wait for LAMP<sup>4</sup>**

Mention of the acronym LAMP in context, or reference to the programme for which it stands, including:

- Waiting to join LAMP in general, or a particular phase
- Integration of TAG Farnborough routes with another airport or another route system
- Rationalising the LTMA<sup>5</sup>

c. **Impact of SERA<sup>6</sup>**

Mention of the acronym SERA in context, or reference to specific impacts, including:

- General impact of SERA
- Impact of change in VMC<sup>7</sup> due to SERA
- EASA, SES, SESAR or other reference to European aviation legislation to which the UK is bound

<sup>3</sup> Radio Mandatory Zone and/or Transponder Mandatory Zone

<sup>4</sup> London Airspace Management Programme (see consultation document)

<sup>5</sup> London Terminal Manoeuvring Area (see consultation document)

<sup>6</sup> Single European Rules of the Air (see consultation document)

<sup>7</sup> Visual Meteorological Criteria, the minima of which define the visibility and cloud conditions in which it is legal to fly. These criteria are due to change in November 2014 to align Europe with the UK, which has some differences

- d. **Departure route suggestion**  
Specific suggested amendments to the proposed SIDs<sup>8</sup>
- e. **Arrival route suggestion**  
Specific suggested amendments to the proposed STARs<sup>9</sup>

## Environmental Impacts

19.9. This theme arose from comments received regarding the impact this proposal might have on environmental matters. Sub themes of **Environmental Impacts** are:

- a. **Negative (noise)**  
Mention of aircraft noise (regardless of source), including descriptions
- b. **Negative (fuel/emissions)**  
Mention of the following in context:
  - Greenhouse gas emissions (from any type of flight)
  - CO<sub>2</sub>
  - Additional fuel consumption (for any type of flight)
  - Global warming, carbon footprint or similar phrase in context
- c. **Negative (air quality)**  
Mention of the following in context:
  - Pollution (excluding noise pollution considered separately)
  - Fuel, fumes or emission odours
  - Other air quality phrases in context
- d. **Negative (tranquillity)**  
Specific use of the word 'tranquillity' or derivations, also in connection with AONB or National Park
- e. **Negative (quality of life)**  
General environmental issue raised not previously covered, including:
  - Visual intrusion by aircraft or contrails
  - Effects on mood or personality of people overflown
- f. **Favourable**  
Positive statement or a statement specifying 'no objection' to the proposal in this context

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<sup>8</sup> Standard Instrument Departure (see consultation document)

<sup>9</sup> Standard Terminal Arrival Route (see consultation document)

## Economic Impacts

19.10. This theme arose from comments received regarding the impact this proposal might have on economic or financial matters. Sub themes of **Economic Impacts** are:

a. **Negative**

Economic or financial impacts, including:

- Loss of revenue (tourism)
- Loss of revenue (aviation-related business)
- Property value
- Compensation in general or discussion of financial loss
- Bankruptcy, go out of business, loss of jobs or similar phrases in context

b. **Favourable**

Positive statement or a statement specifying 'no objection' to the proposal in this context

## Consultation Process

19.11. This theme arose from comments received regarding the conduct of this consultation. Sub themes of **Consultation Process** are:

a. **Negative (accessibility, questionnaire)**

Discussion of the documentation or website, presentation and wording, including:

- Length and complexity
- Leading questions
- One-sided point of view
- Accusations of deliberate obfuscation or equivocation
- Accusations of inadequate information preventing a proper response

b. **Negative (general, publicity)**

General challenges to the process due to:

- Changes made to material during the consultation period
- Inadequate publicity
- Inadequate time to respond
- Calls to cancel or restart the proposal due to fundamental flaws
- Conflict of interest, lack of impartiality, unfairness or similar phrase in context

c. **Negative (website problems)**

Issues raised by the inability to submit a response, including:

- The website technical fault
- Other inability to submit an answer
- Submission occurred, but uncertainty that the response had been received (possibly due to a spelling error in the supplied email address)
- Website fault means restart the entire consultation or cancel it

d. **Favourable**

Positive statement or a statement specifying 'no objection' to the proposal in this context

## Out of scope items

19.12. This theme arose from comments received that were not relevant to the consultation, such as

- a. CAA or Governmental guidance or process
- b. TAG Farnborough Airport's planning permission for 50,000 movements
- c. General increase in flights or aviation activity in the UK or world

19.13. The numbers of out-of-scope responses are given in the analysis for each section.

## 20. Appendix - Maps of postcode areas relevant to this analysis



Figure 137 Postcode area GU





Figure 138 Postcode area RG



Figure 139 Postcode area SO, with PO13 Lee On Solent Airfield identified

### Postcodes by Stakeholder

- 20.1. For the maps on the following pages, each dot is the postcode the stakeholder entered as their own (as opposed to location-based responses which may refer to impacts on a different specific location). Some dots represent more than one stakeholder. Respondees from outside the UK are not mapped.

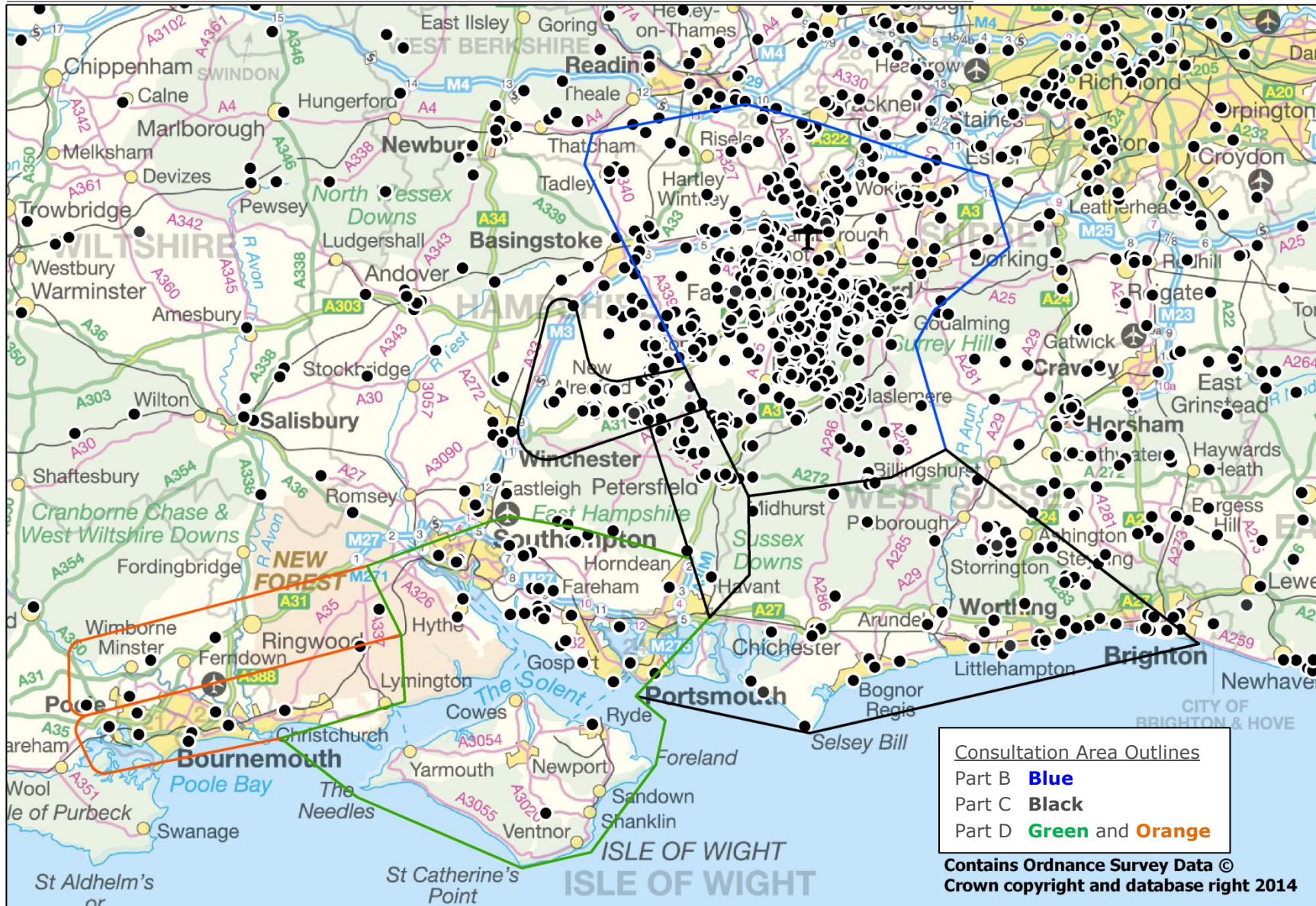


Figure 140 Online response postcodes from the vicinity of the consultation areas

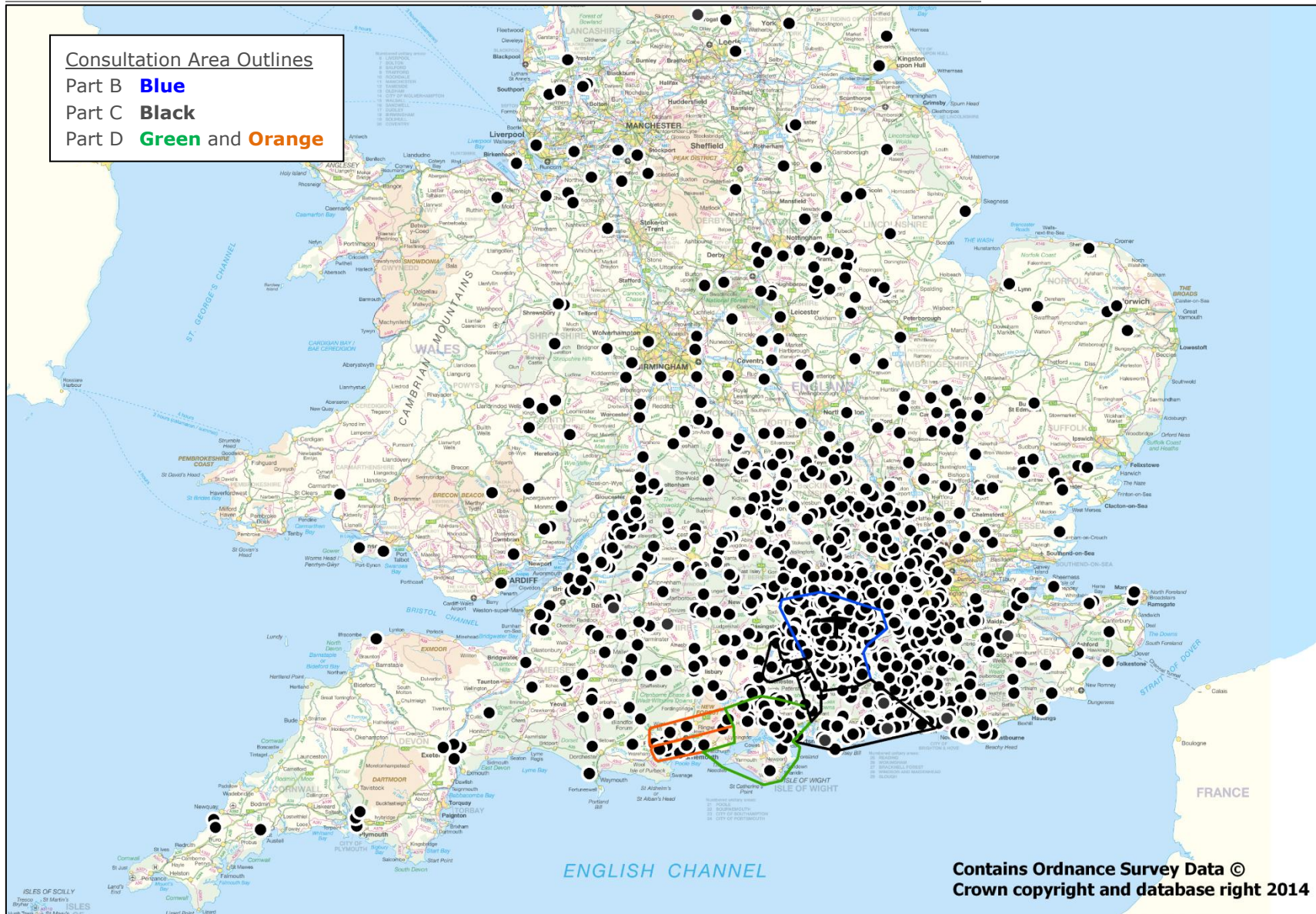


Figure 141 Online response postcodes from England and Wales

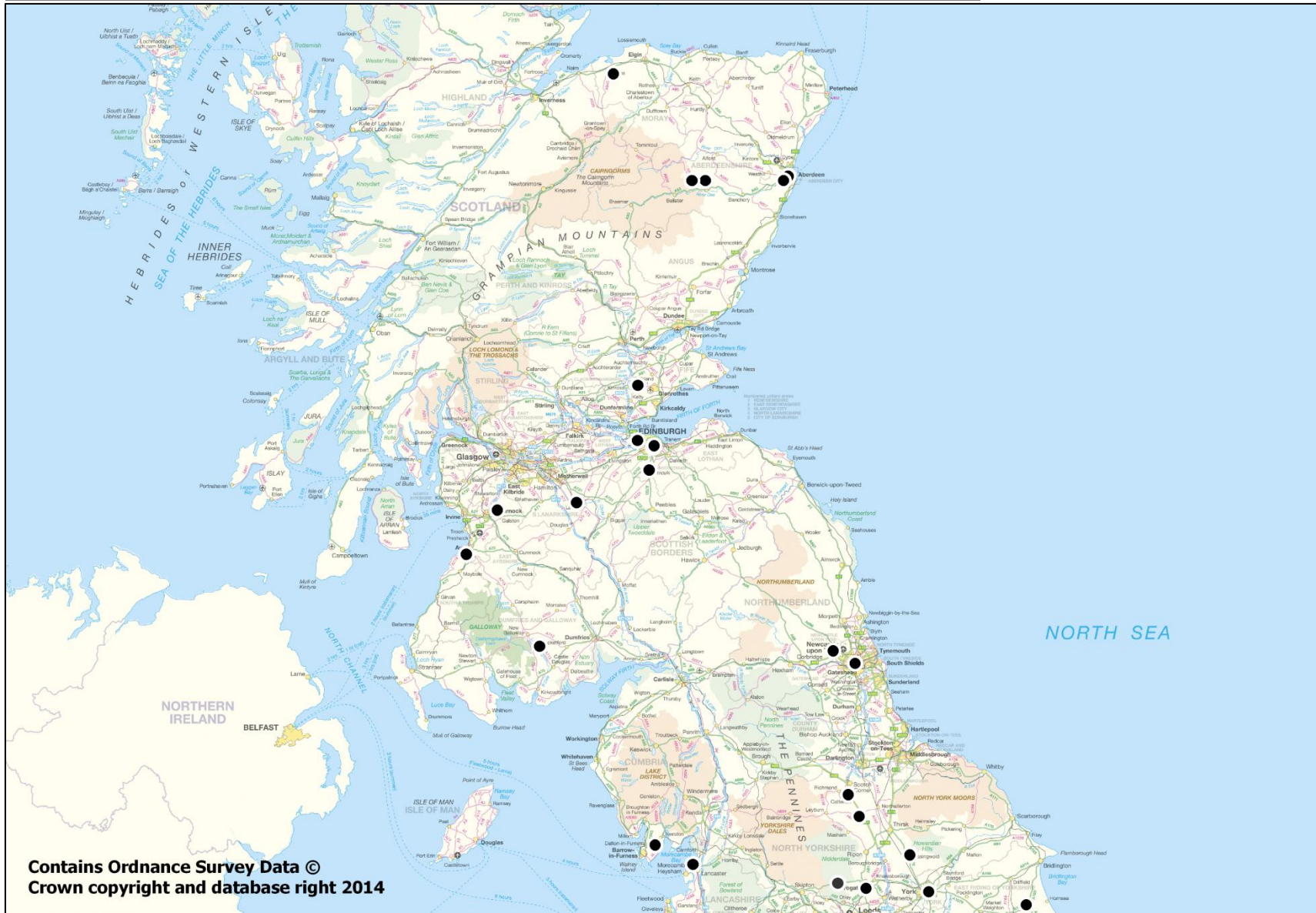
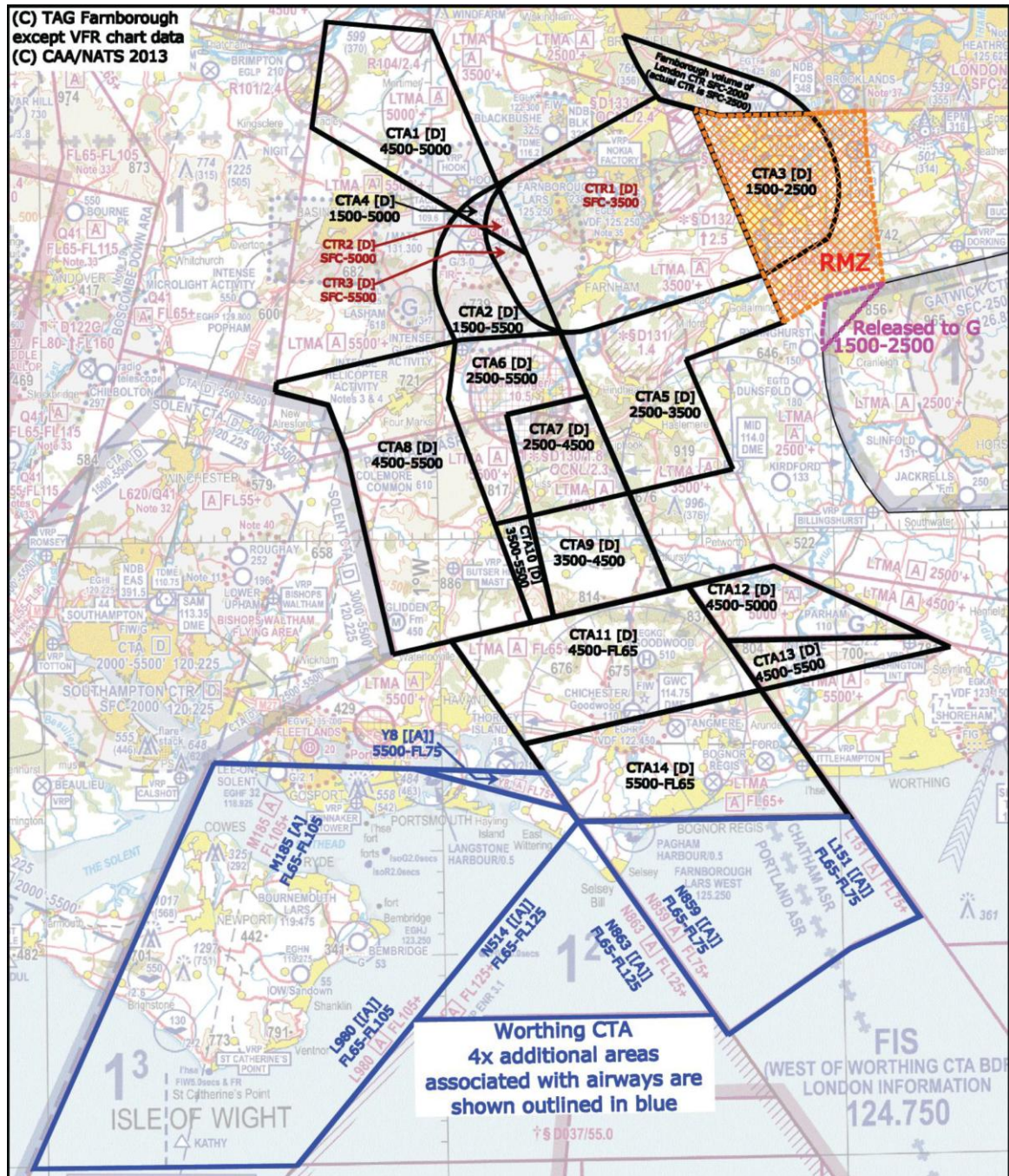


Figure 142 Online response postcodes from Scotland

## 21. Aviation chart detailing proposed airspace volumes



**Figure 143 Proposed airspace structures overlaid on a VFR 1:500,000 chart**

Black outlines illustrate proposed CAS boundaries.

Black text shows proposed Class D bases below existing Class A LTMA.

Dark red text shows Class D CTR areas.

Purple corner of Gatwick CTA may be released from Class A to Class G from 1,500ft-2,500ft.

Orange area defines RMZ below existing LTMA and proposed CTA.

Blue outlines and text shows proposed Class A airway bases, below existing Class A airway bases, becoming part of the Worthing CTA Class A Complex.