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ROYAL FLIGHT CAS(T) ARRANGEMENTS - FARNBOROUGH.

1 Introduction

1.1 A review of airspace arrangements in the vicinity of Farnborough during periods when Temporary Controlled Airspace (CAS(T)) is established has been carried out in order to maximise flexibility for airspace users and assist ATC in delivering a safe, orderly, expeditious flow of Air Traffic inside and outside of the CAS(T), whilst affording the requisite protection to the Royal Flight.

1.2 The standard configuration of CAS(T) for aerodromes outside of controlled airspace does not always allow an optimum solution for efficient use by various users.

1.3 The revised configuration of airspace will be activated by Royal Flight NOTAM, but the dimensions of the airspace and access arrangements will be as detailed in this Circular.

1.4 This wholly replaces the information previously promulgated in AIC Y071/2011.

2 CAS(T) Airspace

2.1 CAS(T) established around the vicinity of Farnborough will be in the form of a temporary Control Zone from the surface to the existing base of the London TMA, and is described as follows:

511732N 0010011W to 512253N 0004428W, thence anti clockwise by an arc of a circle radius 12 nm centred on 512812N 0002713W to 512104N 0004242W to 512033N 0003958W to 512013N 0003800W to 512013N 0003334W, thence clockwise along an arc of radius 9 nm centred on ARP of Farnborough (mid-point of Runway 06/24 at 511631N 0004639W) to 511430N 0003241W to 510825N 0005034W, thence clockwise along an arc of radius 8 nm centred on 511612N 0004737W to 511732N 0010011W.

This airspace is Class D.

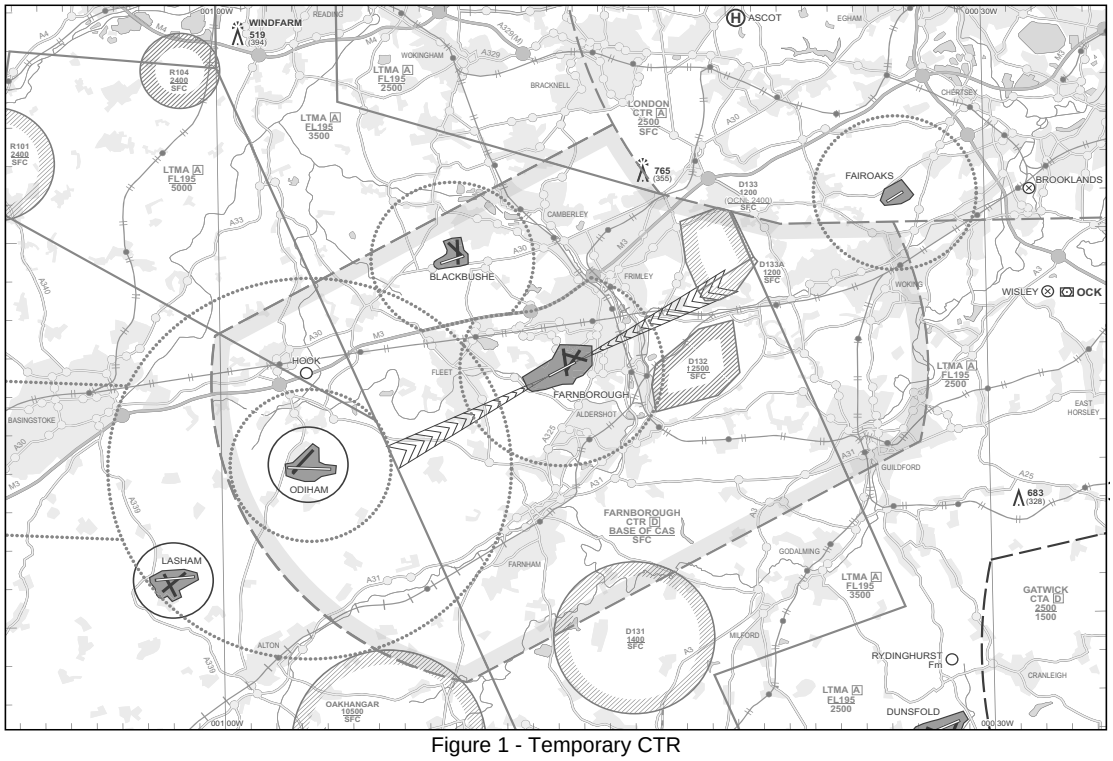

Figure 1 - Temporary CTR

2.2 A Temporary Airway will be established to connect the Temporary CTR to the London TMA. The Temporary Airway is Class D Airspace.

2.3 The Royal Flight will route inbound/outbound to Farnborough through the IFR reporting points/VORs of CPT, GWC or HAZEL, and the Temporary Airway will connect the relevant of these points to an establish fix called ROVUS.

2.4 ROVUS is defined as 511507N 0005052W which is 15.42 DME 260 degrees Magnetic from OCK VOR.

2.5 The Temporary Airway is 10 nm wide with the lateral boundary extending 5 nm either side and around a line joining GWC or HAZEL to ROVUS, excluding any part of the Solent CTR/CTA. In order to avoid adversely affecting Heathrow Operations, the airway via CPT routes CPT - NIGIT - ROVUS. Charts depicting these Temporary Airways are included below.

2.6 For GWC - ROVUS and HAZEL - ROVUS, the vertical limits of the Temporary Airway are 2500 ft London QNH to base of the London TMA. For CPT - NIGIT - ROVUS, the vertical limits of the Temporary Airway are 3500 ft London QNH to base of the London TMA for the portion between CPT - NIGIT and 2500 ft London QNH to the base of the London TMA for the portion between NIGIT and ROVUS.

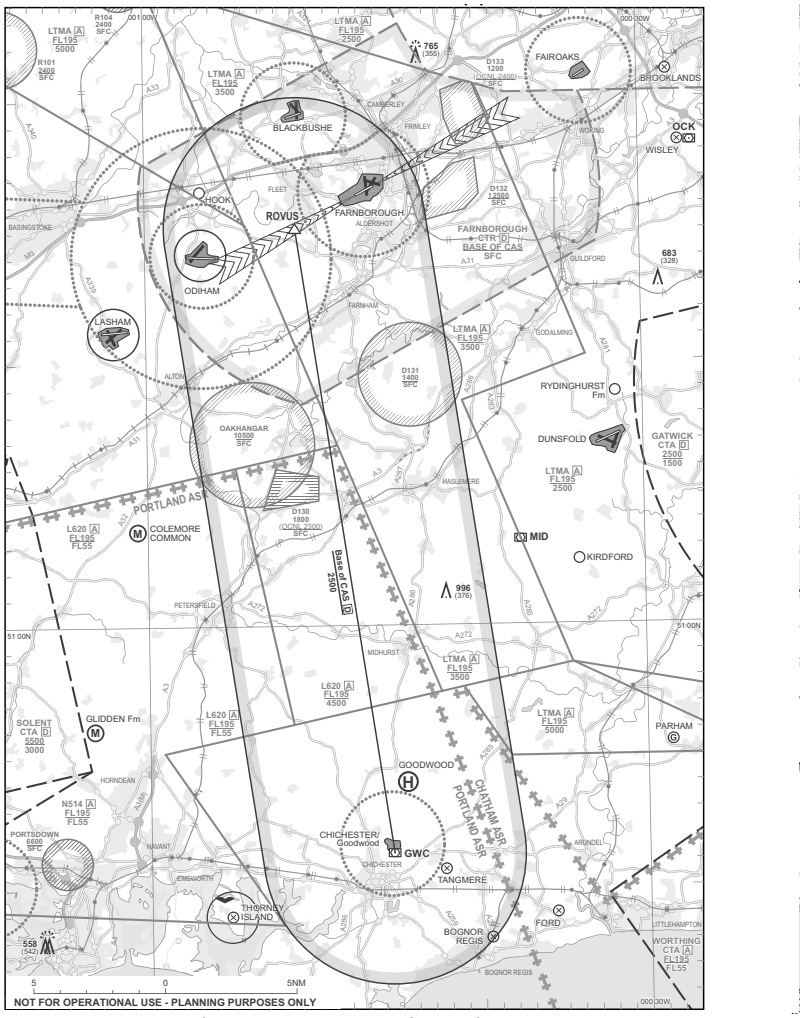

Figure 2 - Temporary Airway via GWC

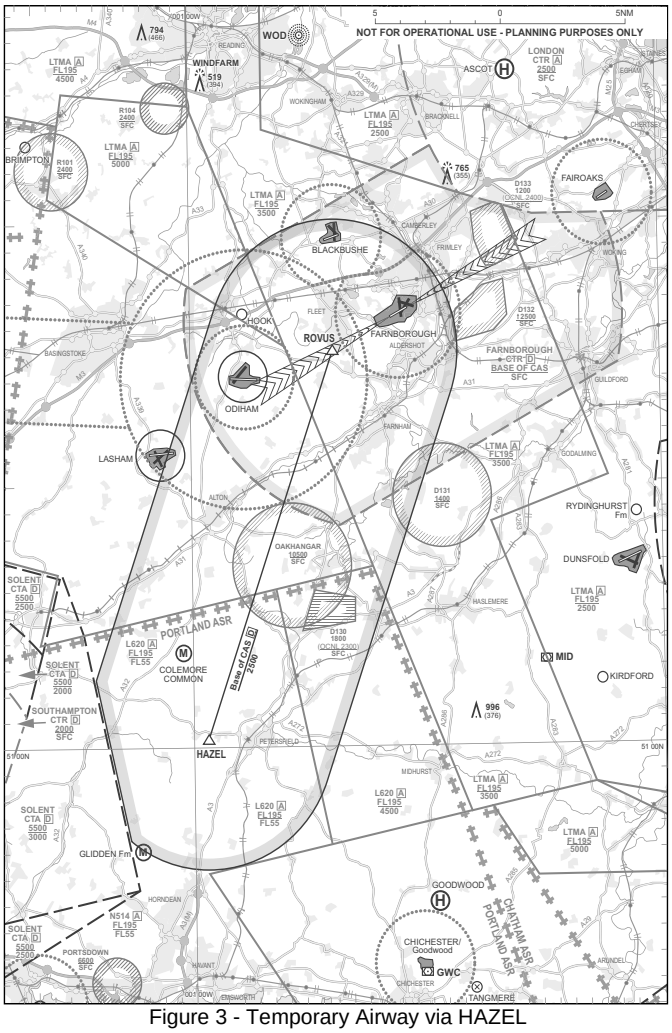

Figure 3 - Temporary Airway via HAZEL

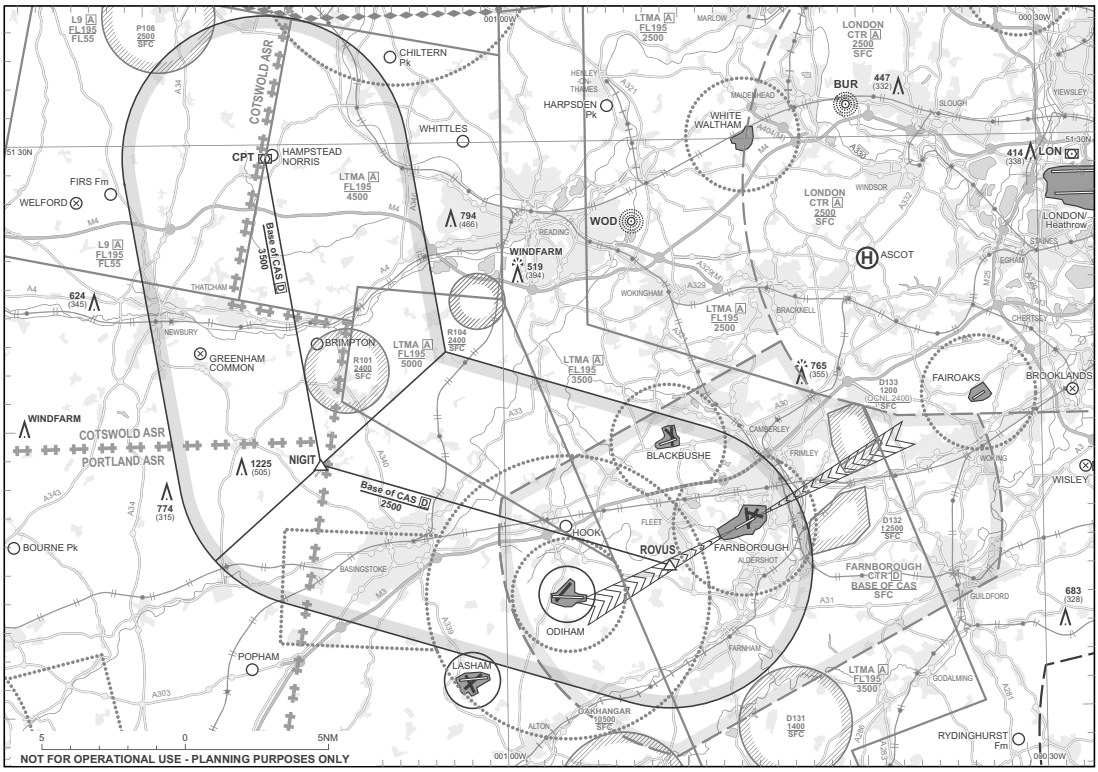

Figure 4 - Temporary Airway via NIGIT and CPT

3 Aircraft Procedures - General

3.1 Procedures for IFR and VFR aircraft are as detailed in sections 4 to 9 below.

3.2 SVFR transit of the Temporary CTR may be available, subject to controller workload. The procedures relating to such transits are detailed in UK AIP ENR 1.2 Para 2.

4 Procedures - Farnborough (See Notes[1] and [2])

A single Royal Flight Temporary Airway will be established via NOTAM.

Aircraft following the same route as the Royal Flight shall expect procedures as detailed in 4.1 and 4.2.

Aircraft not following the same route as the Royal Flight shall expect procedures as detailed in 4.3.

Note[1]: Due to the small size of the CTR(T), it may be necessary for aircraft, other than Royal Flight, to be vectored outside of the lateral boundaries of this airspace. Farnborough Radar will advise if this is required, and a suitable Radar service agreed prior to leaving controlled airspace.

Note[2]: The Temporary Airway will only be established to protect the flight planned route of the Royal Flight, and will be notified in the relevant Royal Flight NOTAMs. When the CAS(T) is established, aircraft routing from other directions will be routed as per existing Farnborough procedures with vectoring provided by Farnborough Radar to allow access to CAS(T) at a suitable location dependent upon by the prevailing traffic situation and requested routing.

4.1 **Royal Flight Temporary Airway established CPT NIGIT ROVUS**

4.1.1 Aircraft routing inbound to Farnborough via CPT, can expect to route CPT NIGIT ROVUS. In the event that holding is required, the established hold at PEPIS will be used tactically by London Control.

4.1.2 Aircraft routing from Farnborough, via CPT can expect to route EGLF NIGIT CPT. Farnborough Radar may use radar vectoring to achieve a desired track within the Temporary Airway.

4.2 **Royal Flight Temporary Airway established via HAZEL or Goodwood (GWC)**

4.2.1 Aircraft routing inbound to Farnborough via SAM or GWC, can expect to route SAM HAZEL ROVUS, or GWC ROVUS. In the event that holding is required, the established hold at PEPIS will be used tactically by London Control.

4.2.2 Aircraft routing from Farnborough, via HAZEL or GWC can expect to route EGLF HAZEL or EGLF GWC as appropriate. Farnborough Radar may use radar vectoring to achieve a desired track within the Temporary Airway.

4.3 **IFR Aircraft routing other than Royal Flight Aircraft Route**

4.3.1 Standard Farnborough IFR inbound/outbound routes will be followed. Pilots will be vectored to leave/join Temporary Controlled Airspace by Farnborough Radar at a suitable location dependant upon the prevailing traffic situation and requested routing.

4.4 **Other Aircraft**

4.4.1 Aircraft should request joining clearance from Farnborough Radar (134.350 MHz) at least 10 minutes prior to the lateral boundary of the CTR(T). Transit of the Temporary Airway will not be available from Farnborough.

4.4.2 VFR circuits may be available, subject to agreement from the Aerodrome Operator.

5 Aircraft Procedures - Odiham

5.1 IFR aircraft shall adopt procedures as per section 4 (Farnborough).

5.2 Other aircraft shall request an entry clearance from Farnborough Radar (134.350 MHz) at least 10 minutes prior to the lateral boundary of the CTR(T). Transit of the Temporary Airway will not be available from Farnborough.

6 Aircraft Procedures - Blackbushe

6.1 Aircraft shall adopt procedures as per section 4 (Farnborough)

6.2 SVFR/VFR inbounds/outbounds are encouraged to make use of the line feature stipulated below (A30/A327) in Figure 5. This will be referred to as the Blackbushe Entry/Exit Route by ATC. **See Note[3].**

6.3 Aircraft inbound shall request an entry clearance from Farnborough Radar (134.350 MHz) at least 10 minutes prior to the lateral boundary of the CTR(T).

6.4 Aircraft outbound shall be issued with a suitable clearance from Blackbushe Information.

Note [3]: Pilots should note this route is short in length, and shall ensure correct application of the Right Hand traffic rule at all times.

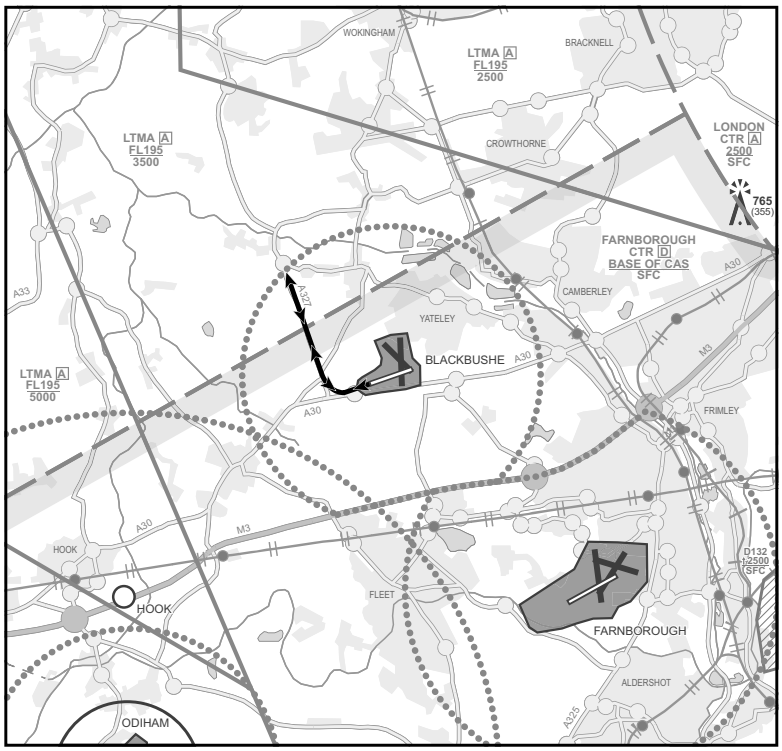

Figure 5 - Blackbushe Entry/Exit Route

6.5 VFR circuits may be available from Blackbushe Information.

6.6 Pilots should be aware that issuance of a VFR clearance is dependant on the weather conditions reported at Farnborough, and such clearance may be withheld.

6.7 Due to the close proximity of Farnborough and Blackbushe, pilots operating in the Blackbushe circuit shall ensure they remain within the Blackbushe ATZ. Caution should be exercised if carrying out a Standard Overhead Join.

7 Aircraft Procedures - Fairoaks

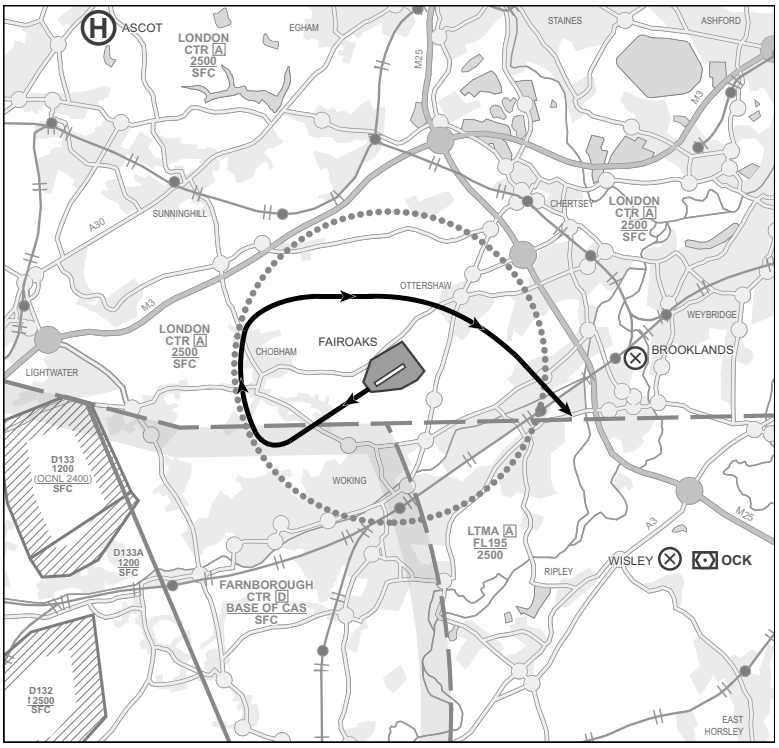

Figure 6 - Fairoaks Departure Route

7.1 During periods of CAS-T operation, Fairoaks circuit will operate North of the Runway 06/24 extended centreline. (Right Hand for 24 and Left Hand for 06).

7.2 Aircraft inbound to Fairoaks in receipt of a service from Farnborough Radar may be routed outside of the CTR(T) when traffic conditions preclude a transit of that airspace.

7.3 IFR/VFR Aircraft outbound from Fairoaks are advised to route via Ockham VOR (OCK) to remain outside of the CTR(T). IFR/VFR aircraft wishing to transit North or West (Outside of the Heathrow CTR) shall route initially to OCK and call Farnborough Radar on 125.250 MHz for transit clearance. Outside the operational hours of 125.250 MHz (0800 - 2000 local) such requests are to be made on Farnborough Radar 134.350 MHz.

7.4 Due to coordination arrangements between Farnborough and Heathrow Radar, penetration of the Heathrow CTR (Outside of the existing Fairoaks local flying area) will not normally be permitted.

7.5 IFR aircraft joining airways after departure, may be offered a joining clearance via Fairoaks Information prior to departure. This clearance will have been issued by Farnborough Radar.

7.6 Other departures requesting a transit of the CTR(T) should, once airborne, make this request with Farnborough Radar on 125.250MHz. Outside of the operational hours of this frequency (see 7.3), requests can be made with Farnborough Radar on 134.350MHz.

8 Aircraft Procedures - Other aerodromes/strips within the Temporary CTR

8.1 Aircraft wishing to operate into other aerodromes or strips situated inside the CTR(T) will require a suitable clearance from Farnborough Radar prior to entering CAS(T). This should be requested initially on Farnborough Radar 125.250 MHz.

8.2 Aircraft wishing to depart from other aerodromes or strips situated inside the CTR(T) will require a suitable clearance from Farnborough Radar prior to getting airborne within CAS(T). This should be requested initially on Farnborough Radar 125.250MHz. In the event that RT contact cannot be made, clearance can be requested via Telephone: 01252-526015.

8.3 Pilots should be aware that issuance of a VFR clearance is dependant on the weather conditions reported at Farnborough, and such clearance may be withheld.

8.4 Pilots should be aware that there may be a delay due to the requirement to separate traffic within the CTR(T).

9 VFR Transit Requests

9.1 In accordance with standard ATC procedures for operation of Class D controlled airspace, aircraft may request to transit both the CTR(T) and the Temporary Airway VFR.

9.2 Such requests shall be made on Farnborough Radar 125.250 MHz.

10 IFR Reporting Point Locations

10.1 The procedures detailed within this Circular refer to a number of IFR reporting points or VORs. For reference the location of these points are given in Table 1 below.

IFR Reporting Point/VOR	Location (WGS84)
CPT	512930N 0011311W
GWC	505119N 0004524W
HAZEL	510091N 0005904W
NIGIT	511847N 0011015W
ROVUS	511507N 0005052W

Table 1 - IFR reporting point/VOR Locations