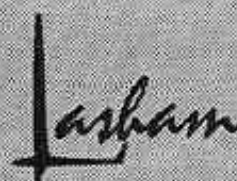


# Farnborough Airshow Airspace Update 17th-31st July 2000



As many of you already know the Farnborough International Airshow is being held during July this year. This obviously will be a major inconvenience to Lasham as well as many other airspace users.

Over the last few months a lot of work has gone on to negotiate a relaxation in the usual concession awarded to Lasham when the show was held during September. This included many meetings with NATS and other interested parties where we had to establish firm reasons for requiring such concessions.

It has been very difficult trying to produce an understanding amongst air traffic controllers and commercial operators to the extent that they appreciate our problems, requirements and requests. Much has been made of the level of activity at Lasham and of the discipline of glider pilots to follow the rules of the air and common sense airmanship practices.

The Farnborough Airshow is a major event in the commercial aviation calendar and, as such, attracts big business and lots of interest from abroad, it is the show-case for the UK aviation trade and is blessed with heavy Government support. When the organizers ask for airspace they get it, not because NATS or the CAA want to give it away but because the Government require it.

The controllers at Farnborough have to provide secure airspace but they also have to take other airspace users into consideration and as such are caught between a rock and a hard place. The airspace set-aside for the Airshow is extensive: it needs to be this size, not only for the airshow traffic but to allow London Area Controllers to route all of the other commercial and general aviation traffic around the show activity. Lasham's requirements come a long way down the pecking order in the overall scheme of things.

So it is with some relief and gratitude that I can announce what concessions we have been given. On the map provided with this bulletin the extent of the Temporary Restricted Area (TRA) is shown as a shaded area and is annotated A to F.

It is very unlikely that anyone flying out of Lasham would

want to fly in areas A, B or H. Areas C and D are from surface to the base of the TMA. You must get clearance to enter any of these areas by calling Farnborough radar 125.250 MHz. At busy times during validation week or the show period you are unlikely to get that clearance.

Areas E and F are where the real benefits lie. These two areas can effectively, for our purposes, be considered as one and the restricted airspace is from 3500' ALT to the base of the TMA. In practical terms this then means that within these two areas we can operate without restriction up to 3500' altitude or 2882' AGL, above Lasham airfield. The true extent of areas E and F are shown as an orange area on the half million map on the notice boards and as the shaded (not hatched) area on the photocopy overleaf.

The dates for the establishment of the TRA are from July 17<sup>th</sup> to the 31<sup>st</sup> inclusive but during this period it is only area B which is permanently active. Areas E and F do not exist over the weekend of 22<sup>nd</sup> /23<sup>rd</sup> July and areas C, D, E and F do not exist on July 23<sup>rd</sup> or again on the 31<sup>st</sup>. It all seems rather complicated but if you study the diagram enclosed it does become quite clear. It is easier to deal with it on a daily basis rather than trying to memorize the whole period.

The Airshow organizers have decided that they wish to continue with a July show for the coming years, the next one is in 2002. If we are to continue to receive such special consideration we must first of all be seen to be abiding by the rules and show ourselves to be responsible airspace users, and secondly we must furnish NATS with statistics that will show we have a need for such airspace.

The first one is easy: we abide by the rules. Anyone found not doing so will, if caught, be prosecuted under Article 75 of the Air Navigation Order. Lasham will not defend anyone who has contravened this order. Ignorance is no defence, as the commander of an aircraft you must ensure you are aware of all restrictions that may apply to your flight.

The second one is reasonably easy also but may have consequences on the first point. As well as Lasham providing statistics about numbers of movements etc in order to justify

having the space. Farnborough will be gathering its own statistics in order that they can justify giving it to Lasham. They will be recording every R/T conversation, movement request and report on every minute of radar surveillance for the duration of the show. In other words, if you do infringe the area you will be seen and recorded, pursued and prosecuted. Lasham will not hinder any investigation and will supply any information requested to enable a prosecution to be made.

Please read the TRA notices carefully and ensure you fully understand where the areas are and where you can fly. Help the office to collate flying statistics accurately by making sure the log is completed properly (take off and landing

times) and that you put any cross-country flights in the book: we need to know where you went.

None of these requirements are due to Farnborough's new owners. They are obliged to allow the airshow to take place as we are obliged to co-operate with the requirements.

We want to be in a position to request a similar arrangement for 2002. We can only do this if we follow this year's arrangements as stated. If we don't, 2002 could see Lasham closed for the duration of the Farnborough show; we do not want that to be a possibility.

Graham McAndrew (CFI)  
April 5th, 2000

## Air Space Map for Farnborough Airshow 17th - 31st July 2000

