



Farnborough Controlled Airspace

New controlled airspace (CAS) will be introduced in the Farnborough area on 27 February 2020. The CAS will comprise Class D CTR and CTA and Class E CTA; the Class E Airspace will be further notified as a Transponder Mandatory Zone (TMZ).

Class D airspace may be entered IFR or VFR subject to an ATC clearance. Request for transit/entry clearance should be made on Farnborough Radar frequency (133.440 MHz).

Class E airspace may be entered under IFR subject to an ATC clearance. Request for transit/entry clearance should be made on Farnborough Radar frequency (133.440 MHz). VFR entry into Class E airspace does not require a clearance, but pilots are encouraged to request a basic or traffic service from Farnborough Radar on 125.250MHz.

Related aeronautical information in:

- **AICY127/2019** Changes to Class E ATS Procedures
- **AICY128/2019** Changes to SSR Transponder Code Procedures
- **AICY002/2020** Farnborough Airspace Change proposal

Class D and E VMC Criteria (VFR Minima) are defined in:

- SERA 5001;
- SERA.5005(c)(3)(iii), and
- ORS No.1312 (effective until 2359 hours on 25 March 2020).

VFR entry into **Class E airspace** does not require a clearance. CTA 8/9 are notified as TMZ airspace; the minimum SSR equipage is Mode S Elementary Surveillance. VFR aircraft operating without Mode S may enter with the approval of Farnborough ATSU. Pilots should either squawk 7000 or, when squawking the Frequency Monitoring Code (FMC) 4572, listen out on Farnborough Radar (125.250MHz). Pilots may use the FMC for Solent (7011) or Gatwick (7012) when monitoring the relevant frequencies. When operating under VFR, pilots are responsible for collision avoidance.

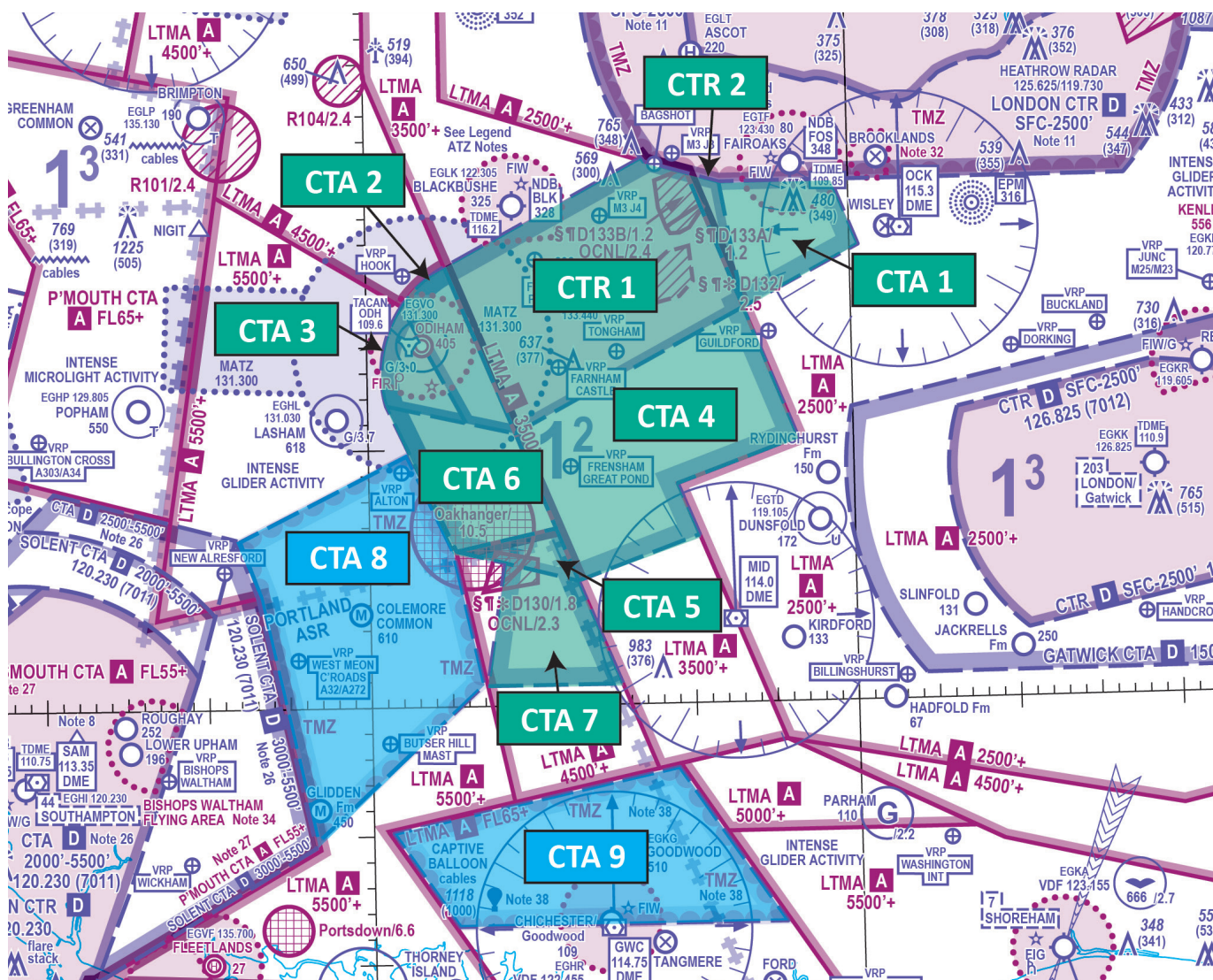
To avoid airspace infringements

When operating outside CAS, pilots are encouraged to:

- **Use a Moving Map** with airspace alerts selected on.
- **Obtain an air traffic service from Farnborough Radar** on 125.250 MHz or select the FMC of 4572 and listen out on 125.250 MHz.
- Where possible, **Take 2** as recommended by the Airspace & Safety Initiative.
- **Apply Threat and Error Management** when planning their flight and when flying.

Pilots are reminded that this advice does not absolve them from their responsibilities under SERA.3105 and SERA.5005(f) and UK AIP En-Route Section 1.2.1.3.

Vertical limits and classification



Structure	Vertical Limits	Classification
CTR 1	SFC-3500 feet	Class D
CTR 2	SFC-2500 feet	Class D
CTA 1	2000-2500 feet	Class D
CTA 2	1500-5500 feet	Class D
CTA 3	2000-5500 feet	Class D
CTA 4	2500-3500 feet	Class D
CTA 5	2500-4500 feet	Class D
CTA 6	2500-5500 feet	Class D
CTA 7	3500-4500 feet	Class D
CTA 8	4500-5500 feet	Class E with TMZ
CTA 9	5500 feet-FL65	Class E with TMZ
Class A overlies CTA 9 at FL65 and above regardless of QNH		