

Get in the know about the Farnborough Airshow

OPSGROUP Team
25 May, 2022



Around since 1948, the Farnborough International Airshow is one of the biggest on the airshow calendar, but like *the rest of the world*, it was cancelled through Covid.

Now, in 2022, it is back! So here is what you need to know about where it is and how it might impact your operations.

What's the date for the diary?

The show 'takes off' on the **18th July and runs to the 22nd July** at EGLF/Farnborough in the south of the UK.

Farnborough Airport is actually one of the leading business airports in Europe and is only about 20 miles from EGLL/Heathrow airport.

You can read about the airshow here [on the official Airshow website](#).



What's the deal while the show is on?

The airport is going to be pretty much **off limits during the Airshow**, unless you and your airplane are part of it.

You can also expect some airspace restrictions around it, for all those aerial displays. Most of the airspace restrictions are generally only up to **lower levels like 5500'**. These will be published in Notams nearer the time.

They often set up **temporary holding pattern areas** for airshow aircraft as well. If you are operating in the area it is worth being aware of where these are – publishing in AIC update nearer the event.

Here is some info on this – display times (when you won't be able to book to operate on), delay times (or when they're most likely) and **a notice about the ILS** (it will be turned off on the 9th to the 25th so you'll be doing visual approaches during those dates).

Got any contacts for us?

For all FBO needs, you can talk directly with the friendly folk at Farnborough airport –

- ops@farnboroughairport.com
- +44 (0)1252 379002

TAG Farnborough can also offer some aviation services –

- By telephone +44 1252 377 977

- By email ops@tagfarnborough.com

GAMA Aviation can too –

- +44 1252 553 029
- USA +1 203 337 4600
- marketing@gamaaviation.com



Concorde being shown off for the first time at Farnborough Airshow, Sep 1970.

Tell us more about the airport

Farnborough **runway 06/24 is an 8005' (2440m) x 46m** strip with CAT I ILS approach capability. They have **RFF6** and no slot restrictions.

While it is an international airport with customs, there is no US pre-clearance here.

The airspace is a bit of a challenge – Farnborough sits below some very **congested Class A airspace**, and there are danger and restricted areas near the airport and noise sensitive areas to know about.

There are also several smaller airports in the area with GA and glider activity.

There is loads of info to be found in here about all things Farnborough Airport if you want the official AIP info on it (*we say official, but it might be out of date, so this is just for info*).

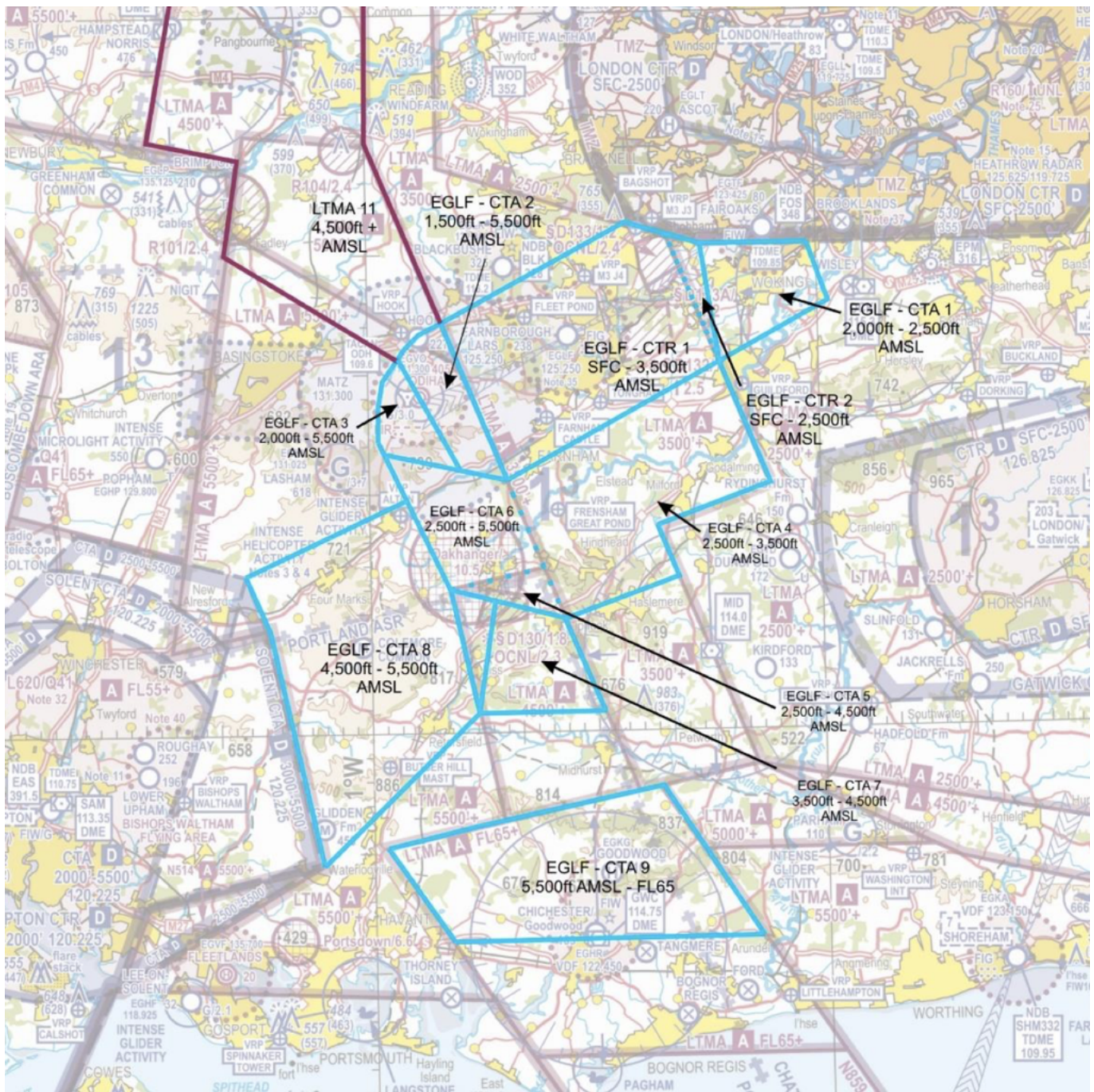
Farnborough airspace changes

Might be a good spot to drop this in, because there have been some airspace changes around Farnborough since 2020, so if you've not flown in recently (due Covid) you'll need to get up to speed on these before you do.

Farnborough used to operate in uncontrolled airspace, which meant a lot of uncontrolled aircraft zooming about, which made it hard to have consistent flight paths into the airport.

This has now changed – **Farnborough is now in Class D airspace**, and has **RNAV procedures** (requiring RNAV 1 and 5).

The AIC is available here for a little read.



New airspace layout to ease congestion.

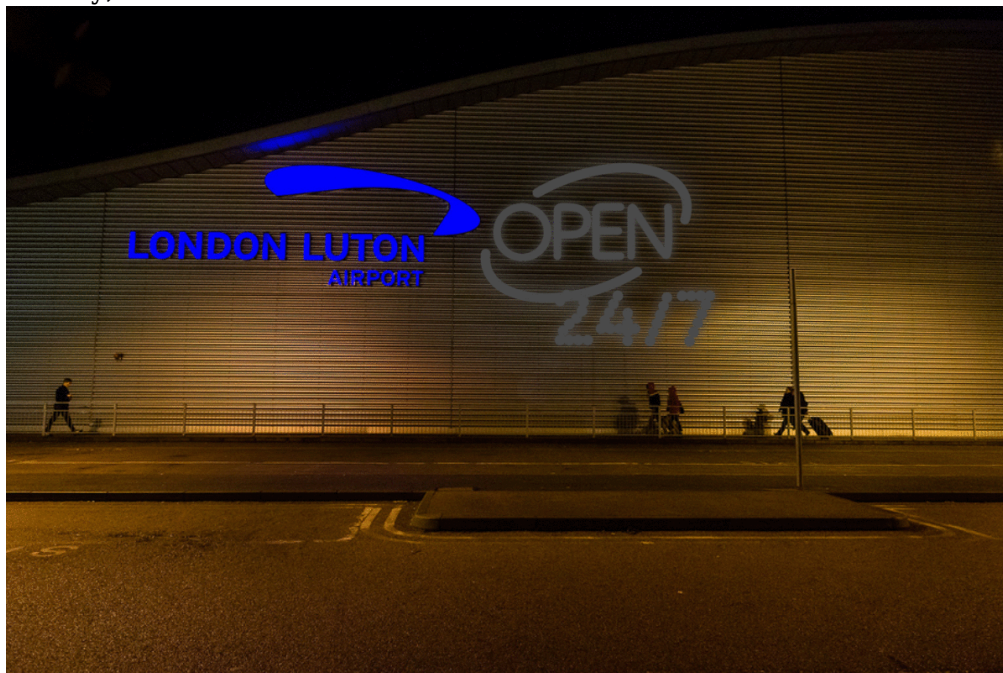
Any other big shows?

Usually considered the biggest, the Paris Airshow is another one to look out for. This is only taking place in 2023 though, from 19-25 June. In fact, it alternates years with Farnborough.

London Luton now available for night flights again

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The summer ban on GA/BA night flights ended on Oct 1, and the airport is now available H24 again.

Throughout last year's winter period there was a strict weekly quota on how many ad-hoc flights were allowed to operate at night, but this has been increased significantly this year, so there should be no problem getting night slots now.

The nighttime noise restrictions for **EGLL/Heathrow**, **EGKK/Gatwick**, and **EGSS/Stansted** are still in place, making nighttime GA/BA operations to these airports limited.

Here's a rundown of the current restrictions:

- **EGMC/Southend** (40 miles from London) & **EGBB/Birmingham** (115 miles from London) are the **only** airports with **no restrictions** (thus far).
- **EGLL/Heathrow** & **EGGK/Gatwick**: Pretty much a no-go zone for business aviation these days
- **EGLC/London City**: closed from 1030pm to 0630am

- **EGWU/Northolt**: closed from 8pm to 8am on weekdays (although the airport is currently closed to all flights until mid-November for runway and apron refurbishments)
- **EGLF/Farnborough**: closed from 10pm to 7am on weekdays
- **EGKB/Biggin Hill**: closed from 11pm to 6.30am on weekdays, and 10pm to 8am on weekends

Further Reading:

- Luton Airport's policy on night noise disturbance
- Owners of Luton Airport want to build a second terminal and increase passenger numbers to 32 million a year by 2039.

Just about nowhere to land in London at night this summer

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Jet noise! It seems that Londoners are sick of it. Corporate operators watch out; London basin airports of EGGW/Luton, EGSS/Stansted, EGKK/Gatwick, EGLL/Heathrow, EGKB/Biggin Hill, EGWU/Northolt, EGLF/Farnborough and EGTK/Oxford airports are now effectively closed or restricted for overnight flights.

EGGW/Luton is the biggest hit with a curfew this summer: from 1 June to 30 September, arrivals/departures will be prohibited between 23-7 local time each night.

Over at **EGSS/Stansted**, where local authorities have already reduced the number of night-time slots for GA/BA to just 10 per week, new noise restrictions have also been introduced which mean that aircraft rated above QC1 are unlikely to receive slot approval at all during the night period:

Aircraft Type	QC rating Arrival	QC rating Departure	Arrive or Depart
EC155(Helicopter)	QC 0.5	QC 0.5	Limited slot availability during the night quota period
Bombardier Global Express	QC 0	QC 0.25	Limited slot availability during the night quota period
Falcon 7X	QC 0	QC 0.25	Limited slot availability during the night quota period
Gulfstream 650	QC 0	QC 0	Limited slot availability during the night quota period
Gulfstream 5/550	QC 0	0.25	Limited slot availability during the night quota period
Airbus 318/319/320/321	QC0.5	QC1	Limited slot availability during the night quota period
BBJ 1/2/3	QC0.5/QC1	QC0.5/QC1/QC2	Limited slot availability to arrive during the night quota period Cannot depart during the night period
B757	QC0.25/QC0.5/QC1	QC0.5/QC1/QC2	Limited slot availability to arrive during the night quota period Cannot depart during the night quota period
B767	QC0.5/QC0.1	QC0.5/QC1/QC2	Limited slot availability to arrive during the night quota period Cannot depart during the night quota period
B787	QC0.25/QC0.5/QC1	QC0.25/QC0.5/QC1	Limited slot availability during the night quota period

Who's to blame?

Local airlines, mainly the low-cost ones. Late arrivals have used up much of the cumulative noise footprint at both airports.

So, what's left?

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Who's most affected?

Transatlantic crossings that plan to arrive in London late at night (after a morning departure from the US) or late-night London departures. Plan ahead and speak with your FBO so you don't get stuck in a **noisy** bind.

Extra Reading:

- Noise complaints hit record high at Luton Airport but same five people make half of them