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# Farnborough LARS Operations Manual

IVAO XU ATC Operations Department



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## 1. DESCRIPTION OF AVAILABLE POSITIONS

Position	IVAN Callsign	RT Callsign	Channel
Approach Radar	EGLF_APP	Farnborough Radar	125.250
Lower Airspace Radar Service North	EGLF_RSN_APP	Farnborough Radar	132.800
Lower Airspace Radar Service West	EGLF_RSW_APP	Farnborough Radar	125.250
Lower Airspace Radar Service East	EGLF_RSE_APP	Farnborough Radar	123.225

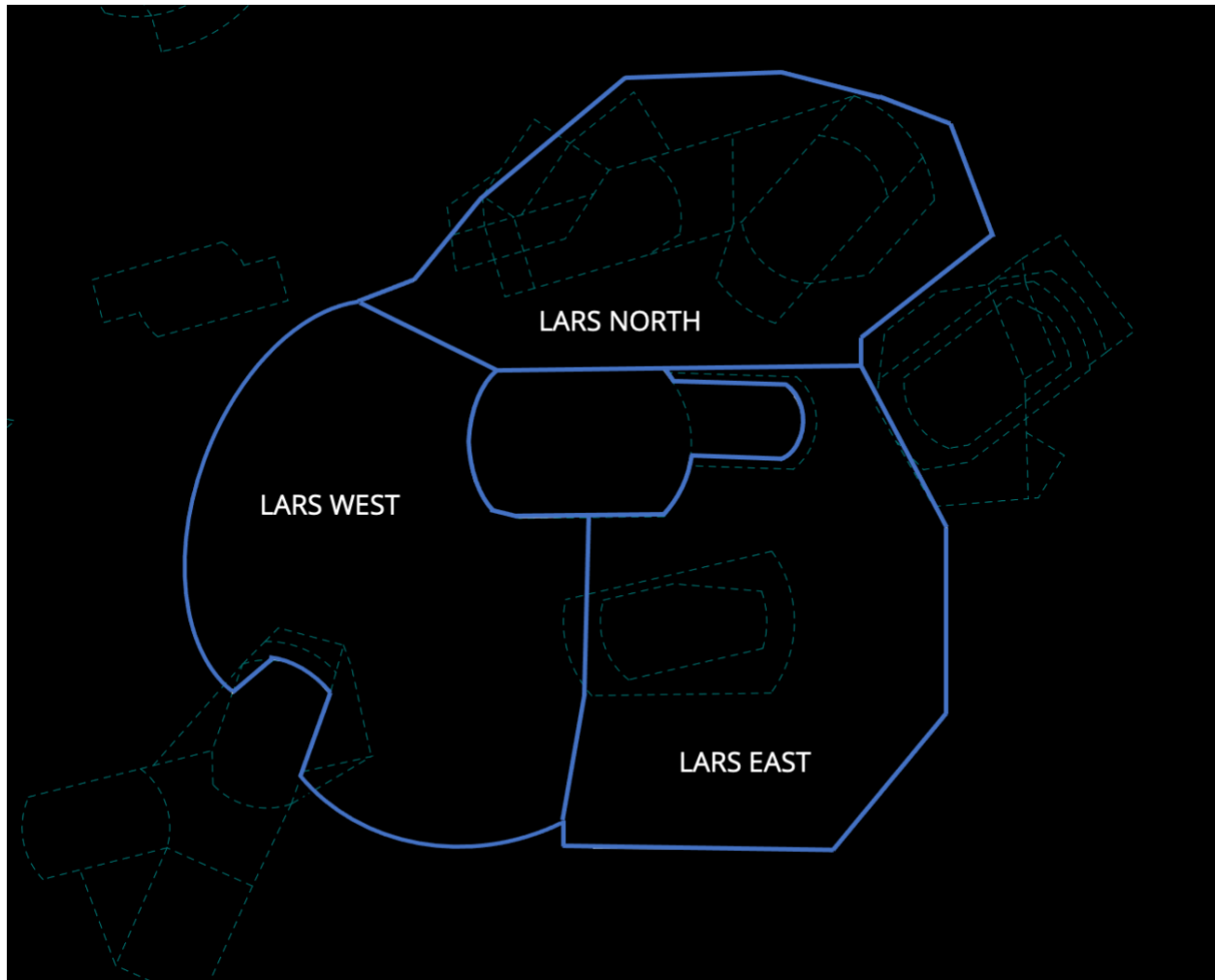
### 1.1 BANDBOXING

During standard traffic levels it is necessary to bandbox the LARS positions into larger sectors. During this time the following table shall be applied.

Online	EGLF-ALL	LARS-N	LARS-W	LARS-E
EGLF-ALL	✓	✓	✓	✓
LARS-N		✓		
LARS-W			✓	
LARS-E				✓

Should EGLF-ALL be online in conjunction with any additional LARS sectors, EGLF-ALL is to relinquish control of the respective online sector.

## 2. FARNBOROUGH LARS AREA OF RESPONSIBILITY



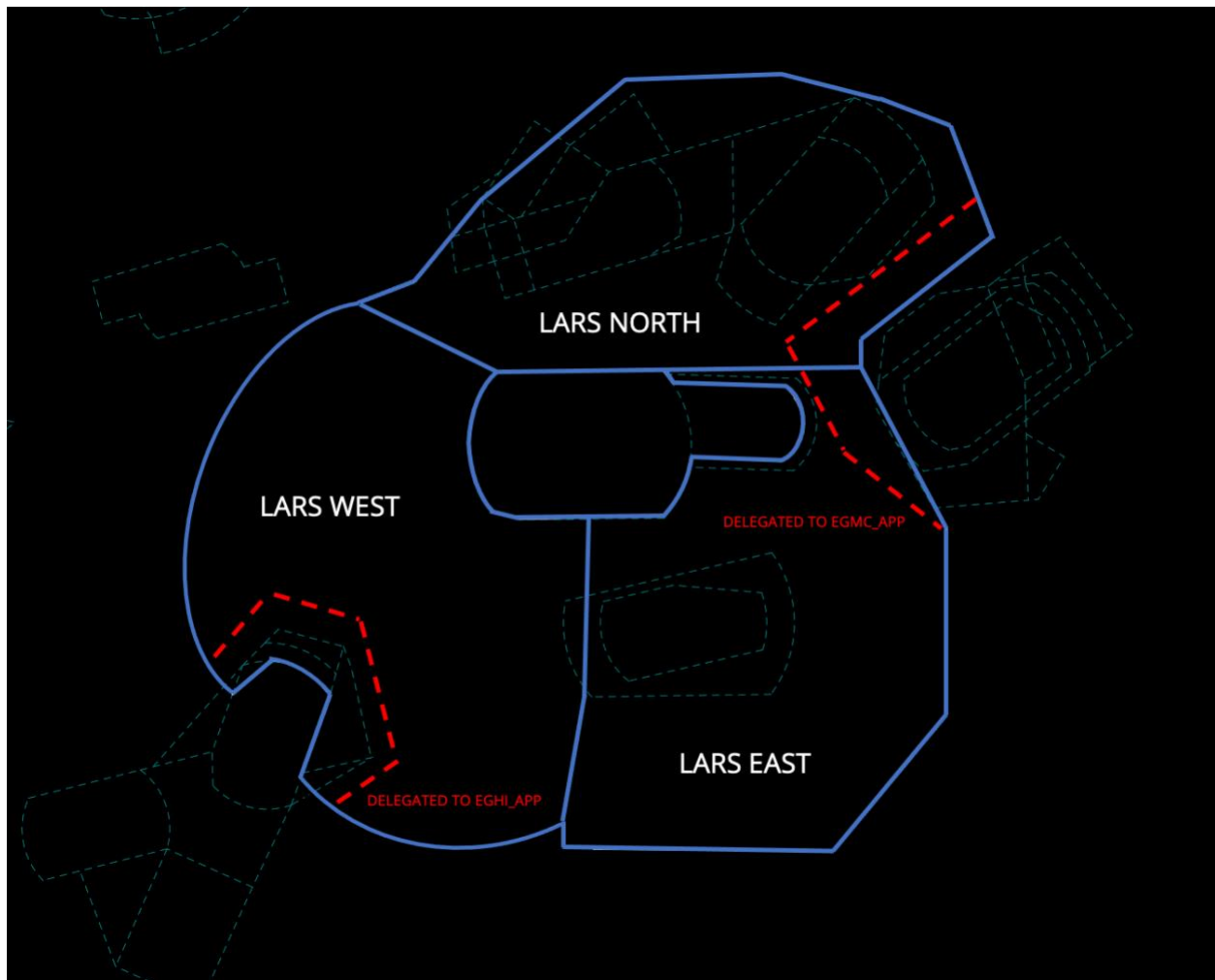
The figure above details the general areas of responsibility for the Farnborough LARS area. Each of the three sectors controls the airspace denoted above with the exception of the CTRs surrounding each aerodrome.

Additionally, LARS West is responsible for the intermediate approach function for Farnborough Airport (EGLF) as well as the respective CTAs and CTRs.

Despite being responsible for the provision of UK Flight Information Services across much of the South-East, Farnborough LARS is not responsible for and must not provide a Radar Control Service into any aerodrome with the exception of EGLF by LARS-W.

## 2.1. DELEGATED AIRSPACE

The airspace around Southampton and Southend is delegated to Solent Radar and Southend Approach respectively as per the diagram below.



In the event of either of these ATSUs being closed the airspace will remain the responsibility of the relevant LARS sector.

## 3. SERVICE PROVISION BY LARS POSITIONS

Farnborough LARS provides UK FIS' (UK Flight Information Services) to anyone flying under or around the LTMA (London Terminal Manoeuvring Area) and within its sectors (see above).

Farnborough LARS may provide the following services to aircraft operating within its AoR:

- Basic Service
- Traffic Service
- Deconfliction Service (IFR Only)
- Radar Control Service (Inside CAS Only)

For further information on UK FIS, reference CAP 774.

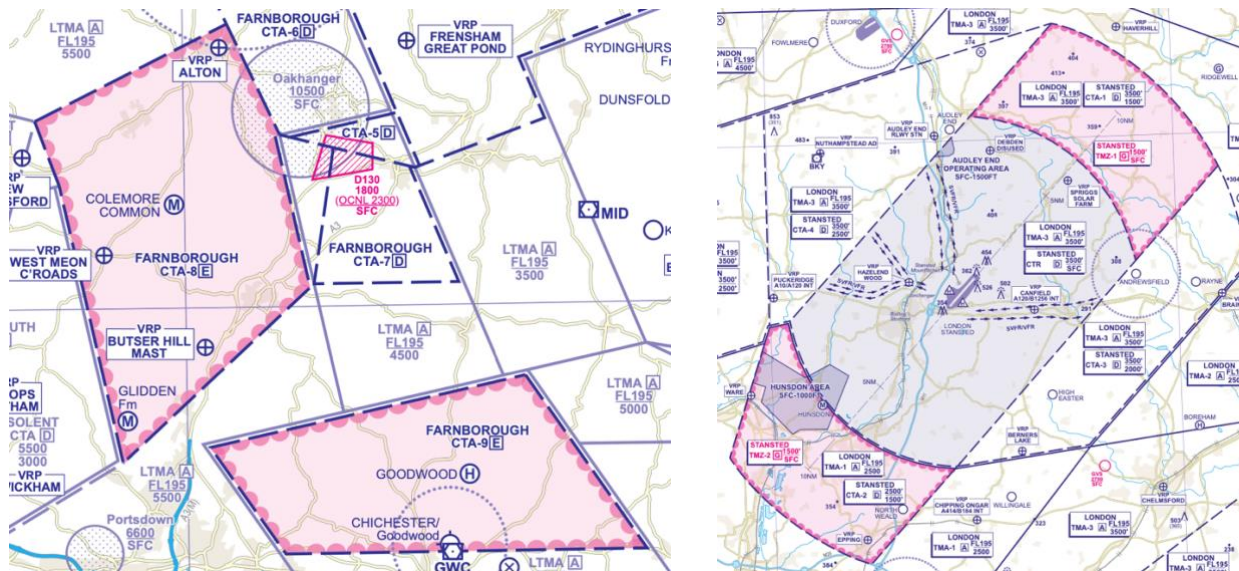
### 3.1 SERVICE REDUCTIONS

When aircraft are provided with a traffic or deconfliction service, it may sometimes be necessary to provide a reduced service – the reason behind this must be stated to the aircraft. A reduced service may be provided for reasons such as but not limited to controller workload or radar suppression.

## 4. TRANSPONDER MANDATORY ZONES (TMZ)

A TMZ is defined as a volume of airspace in which aircraft requiring to fly within the defined area, will be required to operate SSR (Secondary Surveillance Radar) equipment or be in contact with the controlling ATC authority i.e. Farnborough LARS.

There are four TMZs within the Farnborough LARS AoR as depicted in the below charts.



Aircraft wishing to enter a TMZ are required to enter according to certain conditions based on their aircraft equipment, this is summarised in the below table.

Transponder Equipment	Conditions
Mode S and SSR Equipped	Do not need to ask permission but we do advise you still make two way contact with Farnborough Radar
Mode A or Mode A and C Only	Aircraft ARE REQUIRED to ask permission to access the TMZ and may continue through remaining outside CAS.
Not Equipped	Aircraft ARE REQUIRED to ask permission to access the TMZ and, once permission is granted, may continue through remaining outside CAS.

There should never be a reason to refuse access to the TMZ's but it is necessary to maintain a known traffic environment with commercial traffic operating at low level around the TMZ's.

## 5. SQUAWK ALLOCATIONS

Code	Application
0421-0427	Farnborough Approach Radar (IFR/SVFR)
0430-0456	LARS West
0457	LARS West VFR Conspicuity Code
0460-0466	Farnborough Zone VFR
0467	Farnborough Zone Conspicuity Code
1730-1746	LARS East
1747	LARS East Conspicuity Code
1750-1757	Farnborough Zone (IFR/SVFR)
4572	LARS West Listening Squawk
5020-5036	LARS North
5037	LARS North Conspicuity Code

## 6. SEPARATION REQUIREMENTS

Aircraft on a deconfliction service are required to be separated from other traffic according to the following minima:

- Vs Identified Aircraft – 1000ft and/or 3NM
- Vs Unknown Aircraft – 5000ft and/or 3NM.

### 6.1 SEPARATION METHODS

**Clearance Limits** – Aircraft may be instructed not to climb above or descend below a certain altitude, or may be asked to proceed no further North/East/South/West of a certain position.

**Routing** – Aircraft may be asked to fly a prescribed route to maintain or create separation, particularly on the final approach.

**Overhead Transits** – Aircraft may be asked on occasion to route East or West of the airfield during a zone transit to allow approaches and departures to take place from EGLF.