

The NATS logo is rendered in a bold, black, sans-serif font. The letter 'N' is stylized with a diagonal slash through it. The background of the slide features a large, abstract graphic on the right side consisting of several thick, curved, parallel bands in shades of blue and purple, creating a sense of motion and depth.

NATS

**Farnborough LARS
Prevented Infringements
July 2009**
Understanding Safety Performance

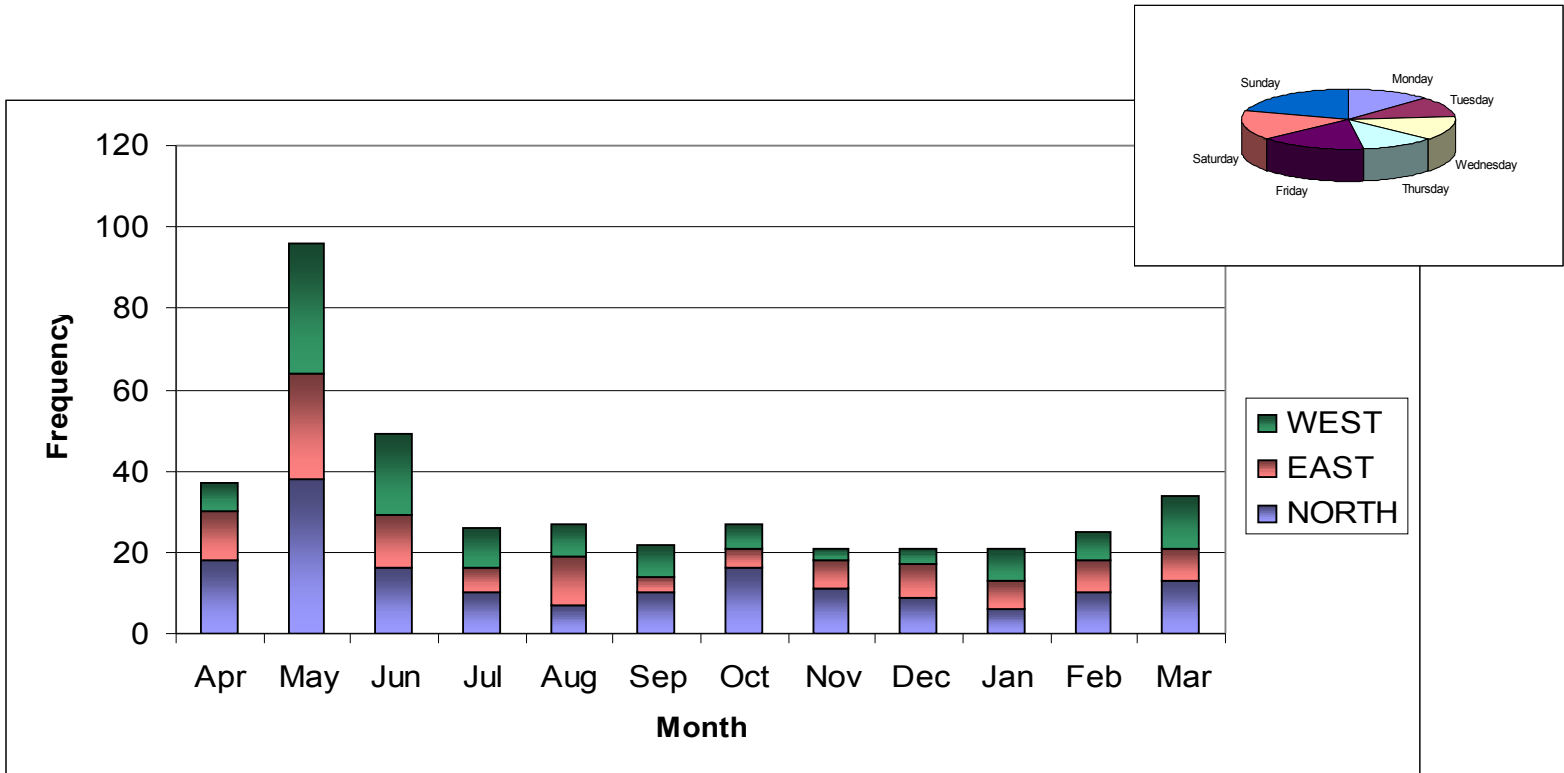


Introduction

- Farnborough LARS was introduced into service on the 24th Sep 2007 (LARS East and LARS West sectors) and the 20th March 2008 (LARS North sector).
- To provide feedback on the number of prevented infringements, controllers complete a mark sheet recording key details each time an airspace infringement is prevented.
- This report comprises of findings from 12 months of mark sheets (01/04/2008-31/03/2009).
- A total number of 406 mark sheets were received for this period.
- The services provided changed from the 12th of March 2009, this has not affected the report.
- Whether an infringement has been prevented is in many cases a subjective measure. Nevertheless this report looks to provide an insight into this area.



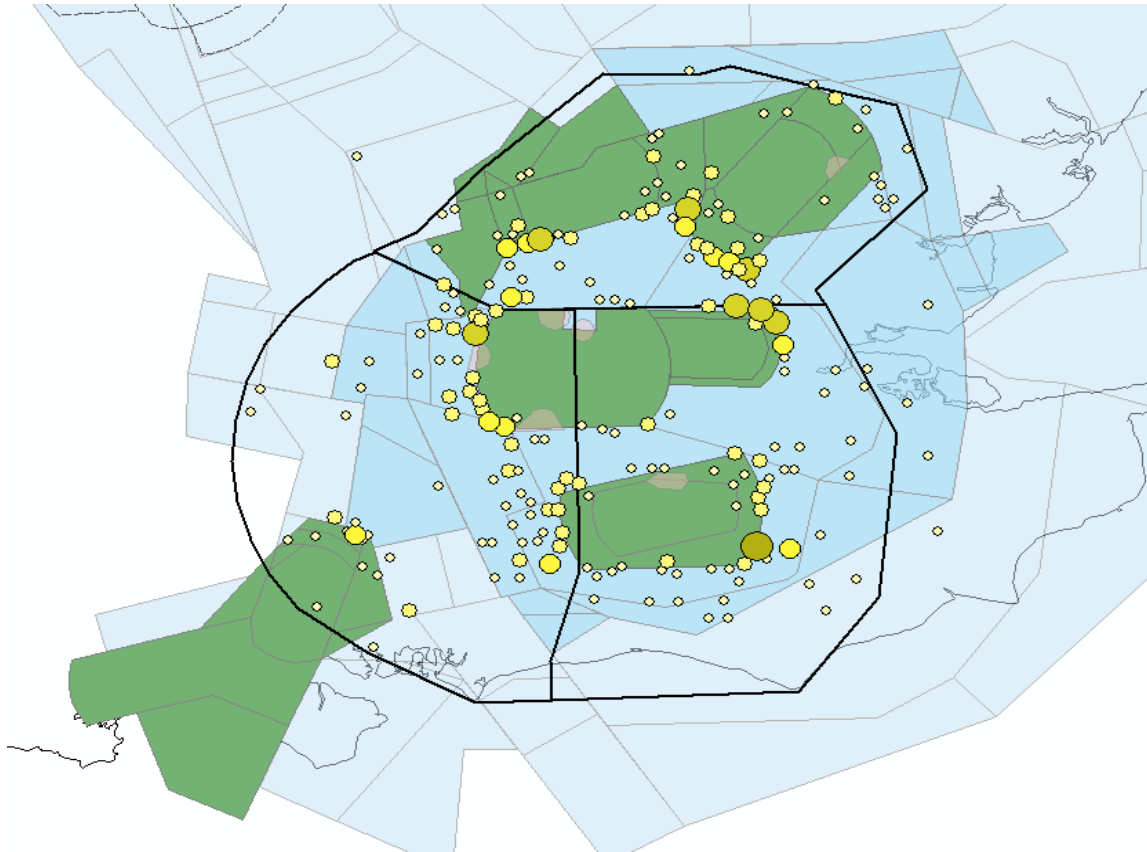
How many reports were submitted each month?



The largest number of reports were submitted in May 2008. The number of prevented infringements were broadly spread across the week, with a slightly higher number occurring on a Sunday.



Locations of the Prevented Infringements



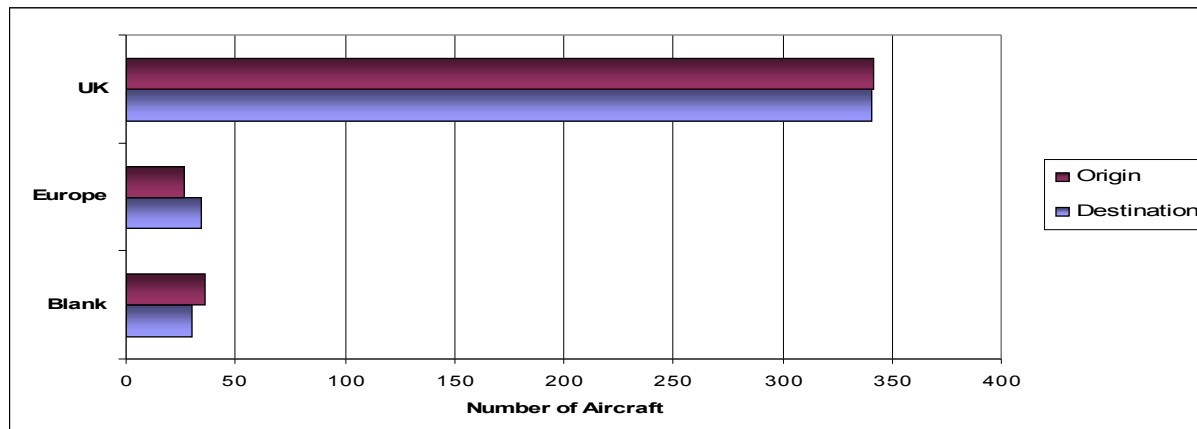
- To prevent infringements-
 - 226 aircraft were required to alter their heading.
 - 94 aircraft were advised / instructed to make a level change.
 - 19 aircraft were reminded of the CAS boundaries.
- 11 aircraft had already penetrated CAS.



What were the origins/destinations of the aircraft?

Origin Airfields		Infringements
Elstree	EGTR	22
FairOaks	EGTF	19
Biggin Hill	EGKB	19
Blackbushe	EGLK	18
White Waltham	EGLM	14
Shoreham	EGKA	12
Wycombe	EGTB	11
Redhill	EGKR	11
Chichester	EGHR	10
North Weald	EGSX	9

Destination Airfields		Infringements
Elstree	EGTR	18
FairOaks	EGTF	17
Biggin Hill	EGKB	17
Shoreham	EGKA	17
Le Tourquet	LFAT	16
White Waltham	EGLM	16
Denham	EGLD	16
Blackbushe	EGLK	13
Bembridge	EGHJ	12
Cambridge	EGSC	11



34% of aircraft both originated from and were destined to the UK.



Summary

- 406 reports of prevented infringements were received between 01/04/08 and 31/03/09.
- The majority of the aircraft were receiving a FIS.
- Fairly uniform reporting was observed across the watches, and an even split of reports between the three LARS sectors.
- Elstree, Fairoaks and Biggin Hill were the origin and destination airfields which were cited in the greatest number of reports.
- The majority of reports were for aircraft between 2000ft and 3000ft, in the time period of 1400-1500z.
- The main aircraft types reported were PA28, C172 and C152.
- There were 226 occurrences when a LARS controller instructed / advised an aircraft to alter its heading, and 94 reports requiring controller intervention concerning an aircraft's altitude.