

Brooke Bournague
Woking Borough Council
Civic Offices
Gloucester Square
Woking
Surrey GU21 6YL

14th December 2020

Re: PLAN/2020/0568

Thank you for providing me with a copy of the letter from Pager Power dated 4th December 2020. Having read that letter, I stand by the comments made in my letter of 18th November 2020 and have the following additional comments. For clarity any quotations from the letter from Pager Power are shown below in blue text. Additionally, it should be noted that due to the cumulative nature of the impact the probability of an effect manifesting itself is likely to increase with further constructions of this scale.

Page 2 the Fairoaks letter refers to an image from the 2019 Pooley's Flight Guide which is published annually the current edition being the 2021 Pooley's Flight Guide. The comments relate to a document that is two years out of date. Both the airspace diagram and the instructions to pilots are significantly different in the 2021 edition of the guide.

The differences between the versions of the Pooley's Flight Guide are irrelevant since the extract was used to show the avoidance areas in the vicinity of Fairoaks and these have not changed.

On pages 2 and 3 Fairoaks explains that aircraft flying circuits may overfly Woking at an altitude of 1,100 feet.

This is misleading since on page 3 of the letter of 18th November 2020 it is made clear that the downwind leg could be flown at 600ft AMSL.

Page 3 paragraph 3 states that pilots can operate in accordance with "Special VFR" allowing them to operate in poor visual conditions. This is incorrect. The definition of Special VFR and Control Zone is reproduced below from Civil Aviation Authority Air Navigation Order (ANO) and Regulations Fifth Edition Amendment 13 March 2019.

*"Special VFR flight" means a flight conducted in accordance with the Visual Flight Rules cleared by an air traffic control unit to operate within a **control zone** in meteorological conditions below Visual Meteorological Conditions.*

"Control Zone" means controlled airspace which has been further notified as a control zone and which extends upwards from the surface.

The CAA Topographical Air Chart (carried by all pilots by law) clearly shows that Woking is in uncontrolled airspace from the surface to an altitude of 2,000 feet. This can also be seen on the chart above. **This means that pilots cannot legally overfly Woking in poor visual conditions.**

The final sentence is incorrect. In that part of the airspace which is uncontrolled pilots are permitted to fly in a visibility of 1,500m provided that they remain clear of cloud and with the surface in sight.

Pages 3 and 4 appear to suggest that the Airport has no ability to manage or influence the safety of aircraft flying within its Aerodrome Traffic Zone (ATZ).....**Clearly an Airport can influence and control the safety of aircraft flying in its ATZ.**

This is a misrepresentation of what was stated in my letter of 18th November 2020.

Regards,



Alastair Wang
Airport Manager