

MINUTES OF BOURNEMOUTH AIRPORT (BOH) ASSESSMENT MEETING
AVIATION HOUSE; 4TH SEPTEMBER 2019

ORGANISATION	NAME	ROLE
CAA	[REDACTED]	Airspace Change Account Manager
	[REDACTED]	Airspace Regulator; Consultation & Engagement
	[REDACTED]	Airspace Regulator; Consultation & Engagement
	[REDACTED]	Airspace Regulator; Environment
	[REDACTED]	Airspace Regulator; Economist
	[REDACTED]	Airspace Regulator; Technical
ACOG	[REDACTED]	Senior Airspace Change & Design Process Specialist
Bournemouth Airport (BOH)	[REDACTED]	Air Traffic & Operations Manager
	[REDACTED]	Deputy SATCO

CAA OPENING STATEMENT:-

CAA noted that the Statement of Need and the Assessment Meeting presentation were received in advance of the Assessment Meeting and confirmed that the documents would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

ITEM 1; INTRODUCTION	ACTION
<ul style="list-style-type: none"> ▪ CAA requested that Minutes from this meeting be published & uploaded to the Portal within 2 weeks. ▪ It was noted that the indicative area of proposed interest was available on the Portal but it was considered that the current area shown was too restrictive and hence needed to be amended; this would aid individuals searching using Postcodes. ▪ The presentation, as available on the Portal, was delivered; these notes refer to the presentation 	<p><i>BOH to amend indicative area</i></p>

ITEM 2; STATEMENT OF NEED (DISCUSSION AND REVIEW)	ACTION
BOH confirmed that a change to the existing Airspace was anticipated to accommodate the requirements of the FASI-South initiative; and that this would provide an opportunity to assess any potential improvement to the overall structure, to the benefit of all users.	
ITEM 3; ISSUES OR OPPORTUNITIES ARISING FROM PROPOSED CHANGE	ACTION
<ul style="list-style-type: none"> Any change to the BOH Airspace must link effectively with the FASI-South proposals; in particular with Southampton Airport's operations & potentially also with Farnborough. BOH handles a wide mix of traffic; revised routes etc. would need to cater for varying performance levels. 	
ITEM 4; OPTIONS TO EXPLOIT OPPORTUNITIES OR ADDRESS ISSUES IDENTIFIED	ACTION
<ul style="list-style-type: none"> BOH are looking to improve the relevant Airspace, to better accommodate the modern aircraft performance, whilst catering for the mix of traffic routinely handled. In particular, looking to have the ability to keep aircraft within CAS on departure, on continuous climb profiles. Potential for a change to the Airspace, to provide the ability to route aircraft within CAS, approaching for Runway 08, would also be included. Current Airspace is limited to 5,500ft during Southampton's operational hours; just 2,000ft outside of this. The aspiration is to fill in the gap to be contiguous with the Class A and review the potential for more autonomy from Southampton. 	
ITEM 5; PROVISIONAL INDICATION OF THE SCALE LEVEL AND PROCESS REQUIREMENTS	ACTION
<ul style="list-style-type: none"> SG (CAA) indicated that the proposals put forward would constitute an ACP; it was noted by SW (CAA) that this would provisionally be a Level 1. It was confirmed that the process required 3 Gateways to evaluate the outputs at each stage, as defined in the CAP 1616. Documentation was required to be submitted to the CAA at least 4 weeks prior to each session. With the agreement of the CAA, some elements can be scaled, as deemed appropriate to the nature of the project. 	
ITEM 6; PROVISIONAL PROCESS TIMESCALES	ACTION
<ul style="list-style-type: none"> BOH are in the process of appointing a Consultant to undertake the project; tenders are being reviewed & a recommendation would be made to the Board. A level of finance has already been assigned to the project; timelines would be confirmed once the choice of Consultant was confirmed. Best endeavours will be made to align the progress of the project with that of Southampton's. 	<i>BOH to appoint Consultant & advise provisional timelines with CAA</i>

ITEM 7; NEXT STEPS	ACTION
<ul style="list-style-type: none"> Consultant to be appointed; Contract agreed Provisional timelines to be advised to the CAA 	<i>As Item 6</i>

ITEM 8; ANY OTHER BUSINESS	ACTION
<p>CAA Representatives advised of elements to be considered:-</p> <ul style="list-style-type: none"> Environment (KC):- Referred to CAP 1616; Appendix B. Project relevant to operations <7,000ft; Noise Contours indicating >57db required. Elements to be considered include:- Air Quality, Landscaping, SSSI, Tranquillity & Visual impact. Technical (SG):- Project needs to consider other ACPs, likely to be impacted; e.g. Southampton; and shared areas where a cumulative impact of changes could be relevant. Further CAA guidance would be available shortly. Economic (BM):- Assessments required on:- Fuel Burn, CO₂ Emissions, Air Quality etc. Also, quantitative analysis and cost impact on stakeholders. Advised as scalable, depending on the number of options produced, from qualitative to quantitative analysis as the numbers of options reduce. 	

SUMMARY OF ACTIONS ARISING FROM BOURNEMOUTH AIRPORT; FASI-SOUTH ASSESSMENT MEETING

SUBJECT	NAME	ACTION	DEADLINE
Indicative Area	BOH	Area currently depicted to be amended to be less restrictive	31 Oct 19
Project Management	BOH	Project Consultant to be appointed; provisional timescales to be advised to CAA	30 Nov 19

BOURNEMOUTH AIRPORT (BOH)
ACP SPONSOR