

Bournemouth International Airport Airspace Change Proposal

Consultation Strategy

ACP-2018-40

Prepared by:

HELIOS

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1 Introduction

Within the Airspace change process detailed in the CAA Publication CAP 1616, the consultation phase allows stakeholders to provide relevant and timely feedback to the airport about the proposed changes. The feedback will allow Bournemouth Airport to understand stakeholders' views of the change and how they feel they may be impacted by the proposed changes to the Instrument Approach Procedures to runways 08 and 26 hence used to influence the design solution.

The purpose of this document is to detail the principles and strategy that will be applied to the preparation and undertaking of the Airspace Change Consultation for the proposed changes to the Instrument Approach Procedures at Bournemouth Airport. The Strategy details how the Airport will conduct the Consultation together with how the feedback will be analysed and addressed within the Airspace Change Proposal which will be submitted to the CAA for a decision.

The CAA Airspace Change Portal provides an overview of the ACP as:

“Bournemouth Airport has RWY 08 and RWY 26, both providing precision approach capabilities via ILS. The preferential runway is RWY 26 handling 75% of all arrivals with the remainder utilising RWY 08. The ILS on RWY 26 is CAT III. The ILS (CAT I) serving RWY 08 is obsolete and needs to be replaced. The ILS was installed second hand in 1984/85 and the equipment and maintenance support is at end of life. Unrecoverable failure of the ILS on RWY 08 will have serious operational consequences denying easterly Precision Approaches and increasing dependence on RWY 26. In addition, the publication of EU Implementing Rule (IR) 2018/1048 stipulates the implementation of PBN approach procedures to both RWY 08 and RWY 26 by 2024. By 2030 the IR emphasises the preference for PBN over conventional ILS CAT I.”

2 Objectives

This section documents the high-level objectives that underpin the development of this consultation strategy and the associated consultation document that follows. The aim is to obtain CAA approval of the consultation strategy and the related associated consultation documents and materials associated with the proposed changes to the Instrument Approach Procedures at Bournemouth Airport.

The **objectives of this Consultation strategy** are:

- To clearly identify what documentation and supporting analysis is needed to prepare the consultation document.
- To determine which stakeholders should be consulted and the best means of engaging with these stakeholders through the consultation process, allowing them to provide relevant and timely feedback to Bournemouth Airport.
- To ensure a timely delivery of the ACP consultation documentation/material that:
 - Is written in an open, fair and transparent manner, easily understandable by both the general public and aviation professionals alike.
 - Allows stakeholders to clearly understand and assess the likely impact on them.
 - Allows stakeholders sufficient time to clarify any misunderstandings before responding with considered opinions within the consultation period.
 - Clearly describes how stakeholder will be able to respond.
- To ensure sufficient time is provided for consultation.
- To ensure stakeholders are able to provide responses that have clear traceability to the presented options.
- To ensure that Bournemouth Airport is able to use the responses received to update the Options Appraisal and to identify the option to be submitted to CAA for approval.
- To define the roles and responsibilities of the BOH ACP team that will undertake supporting analysis, prepare and deliver the consultation document, respond to stakeholder clarifications, categorise and analyse feedback and prepare the submission pack.

The objectives stated above are in accordance with the CAA's key consultation requirements as stated in CAP 1616 and the 'Gunning Principles' which have been considered in the development of this consultation strategy:

- Consultation should occur when proposals are at a formative stage.
- The consultation should give sufficient reasons for any proposal to permit intelligent consideration.
- The consultation should allow adequate time for consideration and response.
- The product of consultation must be conscientiously taken into account.

3 Summary of Engagement Activity Undertaken to Date

This section provides a summary of the engagement activity completed during Stages 1 & 2 of the Airspace Change Proposal and includes references to engagement activities undertaken before the submission of the Statement of Need at the start of the CAP 1616 Process.

3.1 Engagement during Stage 1 and Stage 2

During Stage 1 (DEFINE) and Stage 2 (DEVELOP and ASSESS) Bournemouth Airport had engaged with the Airport Consultative Committee, selected members of the National Air Traffic Management Committee (NATMAC) who represent a broad range of aeronautical interests and Aircraft Operators who have aircraft based at Bournemouth Airport or have an operational interest in the airport.

Further information on the Airport Consultative Committee is included at Annex A.

The parties engaged in Stage 1 and 2 are detailed in the following figures.

ENGAGED STAKEHOLDERS		
Airport Consultative Committee Stakeholders	Selected NATMAC Stakeholders	Airport Operator Stakeholders
Bournemouth, Christchurch & Poole (BCP) Dorset Federation of Residents' Associations Hampshire County Council Broadstone Neighbourhood Forum Dorset County Council Bransgore & District Residents' Assoc New Forest District Jumpers & St Catherine's Hill Residents Assoc Ferndown TC Crowhill Res' Association / Burley Parish Council Verwood TC New Forest National Park Authority Hurn Parish Dorset Chamber of Commerce & Industry Bransgore Parish Bournemouth Chamber of Trade & Commerce Hope Aviation Ltd Christchurch & District Chamber of Trade & Commerce Prestige Holidays	Aircraft Owners and Pilots Association (AOPA) Aviation Environment Federation (AEF) British Business and General Aviation Association (BBGA) British Gliding Association (BGA) British Microlight Aircraft Association (BMAA) General Aviation Safety Council (GASCo) General Aviation Alliance (GAA) Light Aircraft Association (LAA) Low Fare Airlines NATS PPL/IR(Europe)	Easyjet Ryanair NATS TUI Bournemouth Commercial Flight Training (BCFT) L3 Commerical Training Solutions (L3CTS) CAE Oxford Blackbushe Aviation Compton Abbas Airport

Figure 1: Engaged stakeholders in Stage 1 and Stage 2 of CAP 1616 process.

It is noted that as part of this engagement process, Dorset County Council (responsible for management of the Dorset Area of Outstanding Natural Beauty (AONB)) and Hampshire County Council and New Forrest National Park were represented on the Airport Consultative Committee and had full briefing on the Airport's proposed plans.

The figure below summarises the engagement activities in Stage 1 and Stage 2 respectively.

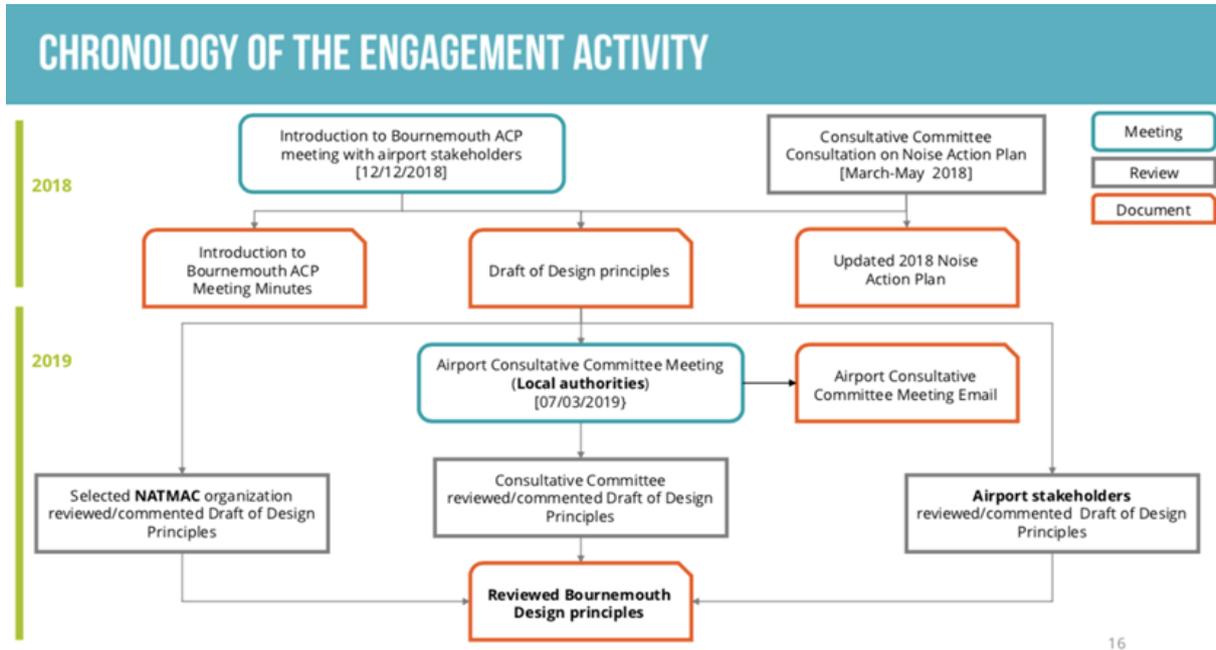


Figure 2: Engagement activities before the start of ACP and in ACP Stage 1 of CAP 1616 process.

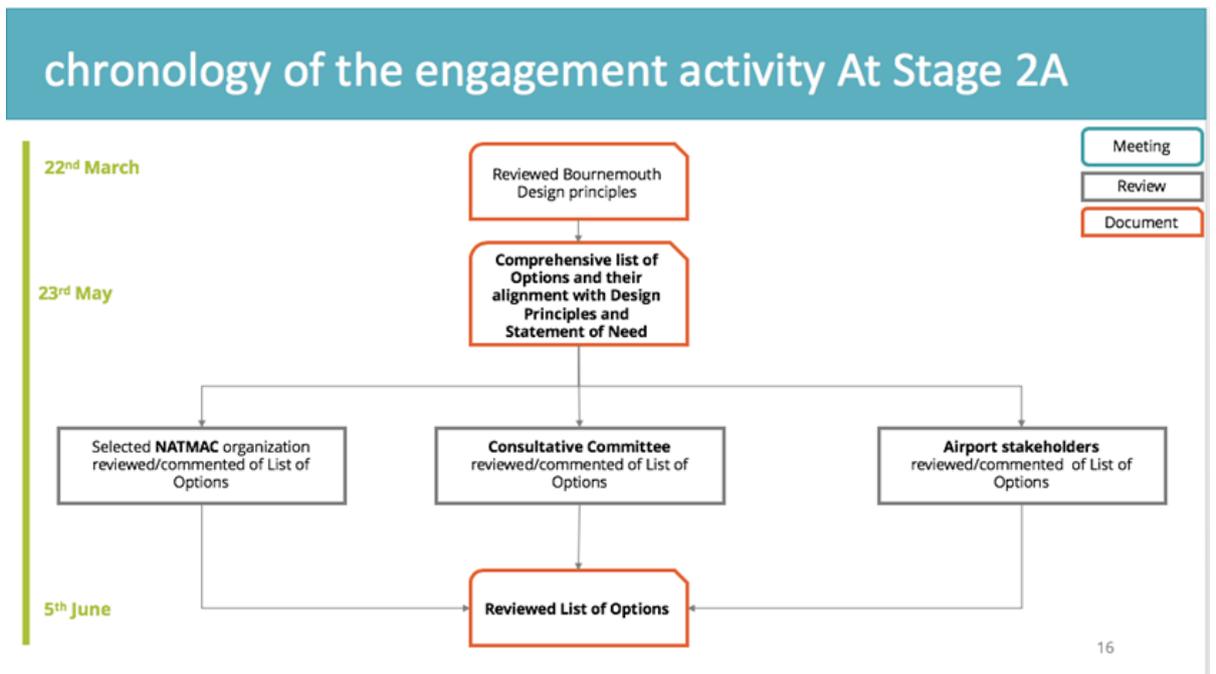


Figure 3: Engagement activities undertaken during ACP Stage 2 of CAP 1616 process.

During Stage 2, the stakeholder engagement agreed with Bournemouth Airport’s assessment that the Do Nothing and replace the Runway 08 Instrument Landing System options did not fully meet the Design Principles or Statement of Need and should be discounted and not be subject to further consideration.

Stage 3 of the Airspace Change Proposal will consider the implementation of RNP approaches to runways 08 and 26 with LNAV, LNAV/VNAV and LPV lines of minima. Within Stage 3, the precise configuration of the Initial Approach Segments and the Missed Approach will be subject to wider engagement through the Airspace Consultation.

From feedback during Stage 1 and Stage 2 of the ACP, Aviation Stakeholders were supportive of the proposed change. Comments received from the British Microlight Aircraft Association relating to potential for reduction in Controlled Airspace and from NATS concerning potential impact on the Letter of Agreement between Solent Radar and Bournemouth Airport will be matters for further consideration during the Stage 3 consultation period.

During the engagements in Stages 1 and 2, Bournemouth Airport were not made aware of any particular needs from any seldom heard group. During the Stage 3 consultation effort will be made to receive feedback from any seldom heard group.

4 Audience

The ambition of Bournemouth airport is for the Consultation to engage with a wide audience to ensure that informed responses from diverse stakeholders are submitted during the consultation process to inform the finalisation of the instrument approach design to be submitted to CAA for approval.

During the Stage 3 Consultation, engagement with the stakeholders in Stages 1 and 2 will be continued and broadened to include other aviation and non-aviation stakeholders to ensure that all stakeholders who may be impacted by the proposed change are aware that the consultation is taking place and have the opportunity to obtain the consultation information and to provide feedback to the proposed change detailed in the consultation.

A full list of the proposed stakeholders that will be directly contacted by Bournemouth airport as part of the consultation process – whether or not they have been part of the engagement to date – is provided in Annex B.

4.1 Aviation Stakeholders

Aviation stakeholders have been identified through examination of Bournemouth arrival data for 2017 and 2018, consultation with Bournemouth airport and confirmation with the CAA on the NATMAC membership.

During Stages 1 and 2, a number of Air Transport Operators and Approved Training Organisations with aircraft based at, or frequent users of Bournemouth Airport were engaged and were supportive of the proposed implementation of the RNP approach procedures.

During the Stage 3 consultation, all operators based at Bournemouth Airport, together with all Air Transport (Ryanair, Easy Jet, TUI) and training operators (L3 Harris, CAE Oxford) who operate regularly into Bournemouth Airport will be contacted. Examples of additional targeted engagement at Bournemouth include, but not limited to; Gama Aviation, Cobham, seasonal AOC's e.g. Loganair and Jota (football charters) and operators who have diverted into Bournemouth e.g. Flybe, together with neighbouring airfields, ATO's and flying clubs at Thruxton, Boscombe, Wycombe.

It is noted that some of these operators may not be able to participate in the proposed RNP approaches and may be negatively impacted in respect of higher landing minima on runway 08 following the decommissioning of the Instrument Landing System.

During Stage 1 and Stage 2, Bournemouth Airport engaged with a limited number of NATMAC members, during the Stage 3, the consultation will be sent to all NATMAC Members.

Examples of outreach to other aviation Stakeholders include:

- AOPA Members through AOPA's Magazine (AOPA is a member of NATMAC)
- PPLIR Members through Web pages (PPLIR is a member of NATMAC)
- RIN General Aviation Navigation Group.

4.2 Non-Aviation Stakeholders

The proposed instrument approach procedures have been designed to maintain the existing traffic routings and not increase the noise footprint or number of people overflown by aircraft. The expectation of Bournemouth airport is that an aircraft flying the proposed RNP approach procedures will not be distinguishable from an aircraft flying the existing

Instrument Landing System procedures. The expectation is therefore that there will be no positive or negative impacts on non-aviation stakeholders.

The proposed procedures will not change aircraft tracks over the ground and will not result in increased levels of traffic. Bournemouth Airport are therefore confident there will be no increase in noise, or emissions or reduced air quality - this has been validated through the Impact Assessment using WebTAG.

The selection of the non-aviation invited stakeholders has therefore been on the basis of identifying communities in the immediate proximity to the airport and underneath the existing flight path area that could be impacted which is more extensive than just considering those within the existing noise contours.

Non-Aviation Stakeholders to be invited to respond to the consultation include:

- Local Members of Parliament
- Members of Bournemouth Airport Consultative Committee¹
- Parish Councils in the areas surrounding the Bournemouth CTR.
- National Trust
- Natural England is responsible for the Moors River System Site of Special Scientific Interest (SSSI) in respect of the scope of works and restoration required associated with the Removal of ILS Localiser antenna.

4.2.1 Westminster Constituencies

The following map presents the Westminster Constituencies identified as being within the airspace of Bournemouth Airport or may be impacted by changes to any traffic patterns as a result of the introduction of the RNP approach procedures.

¹The New Forest National Park is represented on the Airport Consultative Committee

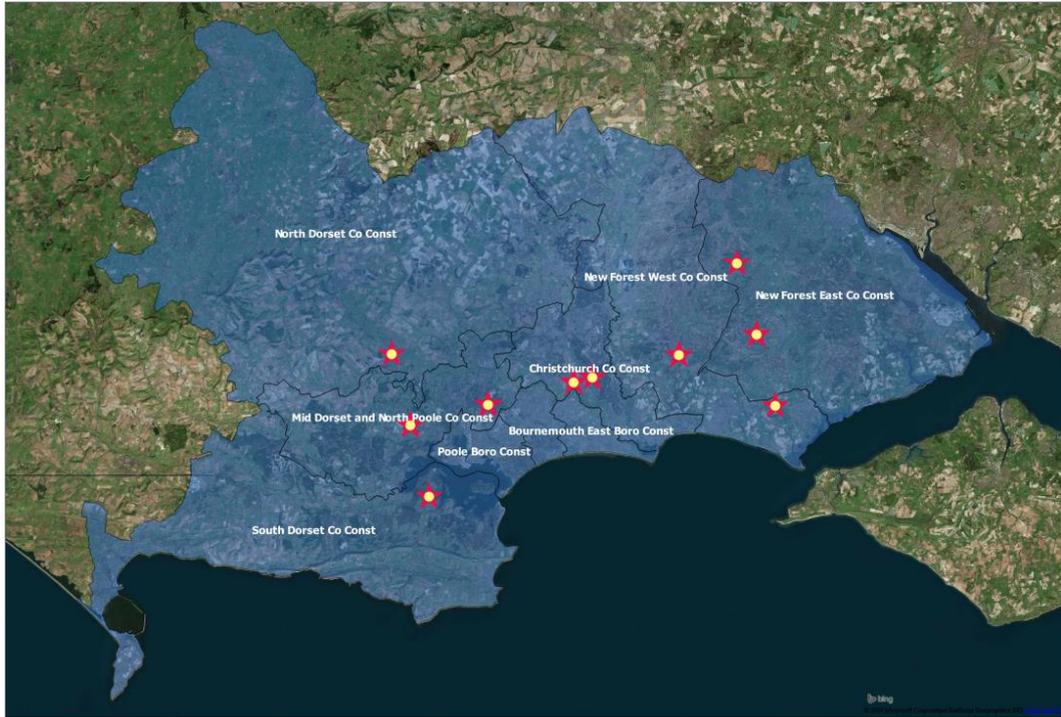


Figure 4: Identification of potentially impacted Westminister constituencies²

4.2.2 Local Parish Councils

The following map presents the Parish Councils identified as being within the airspace of Bournemouth Airport or may be impacted by changes to any traffic patterns as a result of the introduction of the RNP approach procedures.



Figure 5: Identification of potentially impacted Parish Councils³

² Westminister Constituency boundaries extracted from Ordnance Survey

³ Parish Council boundaries extracted from Ordnance Survey

4.2.3 Nearby environmentally sensitive areas

The following map presents the environmentally sensitive New Forest National Park and the Dorset and Cranborne Chase and West Wiltshire Downs Areas of Outstanding Natural Beauty in relation to the airspace that may be impacted by changes to any traffic patterns as a result of the introduction of the RNP approach procedures.

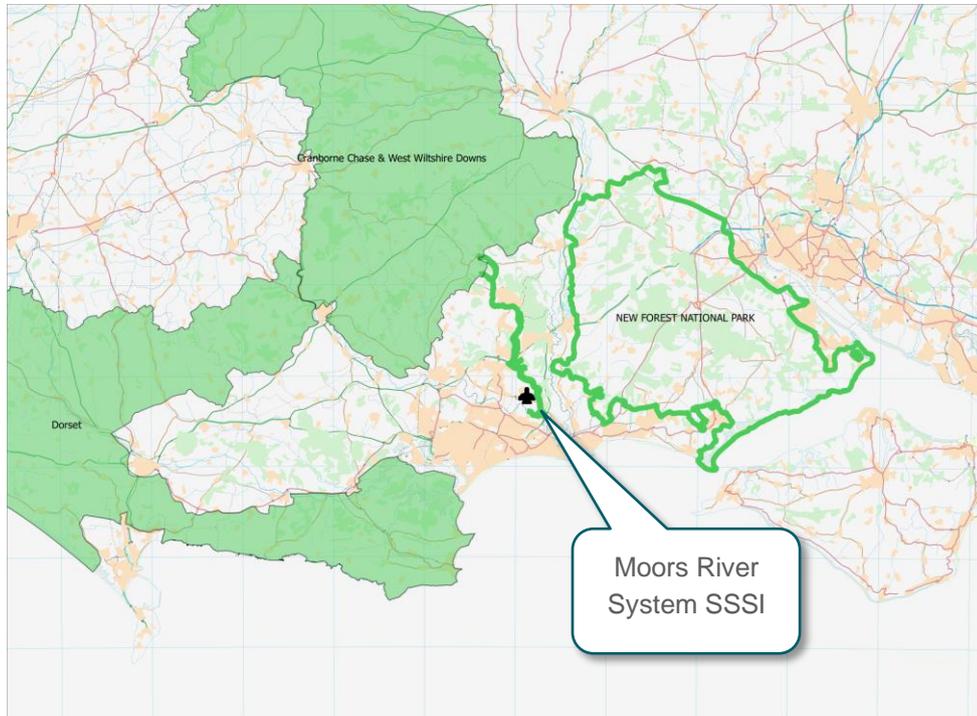


Figure 6 Identification of New Forest National Park and Dorset and Cranborne Chase AONBs⁴

The Dorset Area of Outstanding Natural Beauty is managed by Dorset County Council who are represented on the Consultative Committee. The Cranborne Chase and West Wiltshire Downs AONB is managed by the Cranborne Chase AONB Team.

4.3 Engagement and involvement of seldom heard audiences

It is Bournemouth Airport’s expectation that seldom heard audiences will be informed about the consultation and how they can engage with the consultation by their local parish councils who are invited consultees. Bournemouth Airport will also publicise the consultation through local and social media channels to ensure the widest possible participation. The airport welcomes the engagement of individuals and groups in the consultation process.

⁴ AONB and National Park boundaries extracted from Ordnance Survey

Commercial-in-Confidence

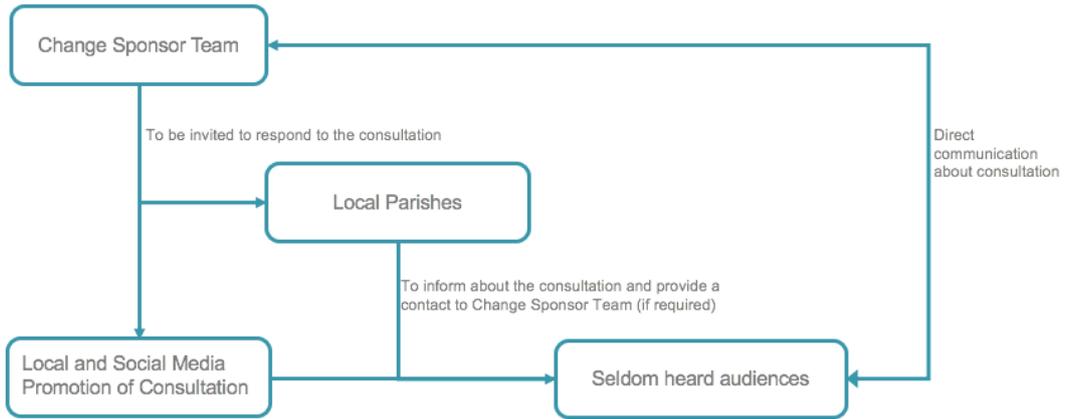


Figure 7: Seldom heard audiences – communication flowchart

5 Approach

5.1 Notification of consultation

Identified consultees will be contacted directly by Bournemouth Airport with the details of the consultation and how to respond by email, or alternatively postal letter if an email address is not available.

To engage other stakeholders, including seldom heard groups, Bournemouth Airport will use local media to advertise the start of the consultation together with information on how to access the consultation materials and provide notification of the drop-in sessions, through:

- Material on Bournemouth Airport Web site
- Local Newspapers
- Local radio/TV
- Bournemouth Airport's Social Media accounts. (e.g. Facebook, Twitter and professional media such as LinkedIn, Professional Pilots Rumour Network (PPRuNe) etc as appropriate)

Between the direct notification of identified stakeholders and notification of the consultation through local media, it is expected that Bournemouth have done their utmost to inform all stakeholders that may be impacted by the change. It is also expected that the local councils directly contacted by Bournemouth airport may engage directly with their constituents.

Contact with external media for all of Rigby Group /Regional City Airports activities is managed centrally by Deep South Media based in Bournemouth.

5.2 Access and response to consultation

All Consultation materials will be made available for stakeholders to download via Citizen Space through which the formal consultation will be undertaken. A questionnaire will be provided through Citizen Space through which responses to the consultation may be submitted. This will also be included for separate printing within the consultation document as a separate annex.

For those stakeholders that do not have access to the internet, a printable feedback form will be available on request from the consultation team for written responses to be returned to:

**Bournemouth Airport Airspace Consultation
Helios
29 Hercules Way
Aerospace Boulevard
AeroPark
Farnborough
Hampshire
GU14 6UU**

During the Consultation the majority of feedback from stakeholders will be received through the portal. When written responses are received by the Airport, these responses will be uploaded onto the portal. CAA will publish the responses, moderated where necessary, at intervals (TBC by CAA). Feedback received by the Airport during formal engagements as identified in section 5, or informal comments events may be published by way of minutes, a meeting report, or placing feedback materials such as comment cards

on to the portal. Where significant issues are raised during events (e.g. drop in sessions), the stakeholder will be requested to submit the feedback through the portal.

5.3 Proposed consultations meetings

During the consultation period, Bournemouth Airport will present the consultation at a number of meetings:

Drop-In Sessions. Two drop-In Sessions are proposed to be held in the airport terminal, the first at approximately 5 Weeks and a second at approximately 10 Weeks from the start of the consultation. The Drop-In sessions will be run by the airport and will be supported by Helios. A rotating presentation will be provided to present the proposed implementation and provide a facility for direct questioning and response on the objectives, scope and potential impact of the change. Dates for the drop-in sessions are planned for:

- 17th January 2020, and
- 21st February 2020.

The Airport Safety Forum will include a presentation on the Consultation at its next meeting for which the date is yet to be confirmed.

Airport Operators It is proposed to convene a meeting of airport operators during the consultation period. It is noted however that there appears to be 'engagement fatigue' in respect of a change where positive aircraft operator support for Performance Based Navigation is already well known. If this proves to be the case, then either a meeting of interested operators, or private meetings may be undertaken.

5.4 Consultation Monitoring

Throughout the consultation, Bournemouth International Airport will monitor the portal for responses published by the CAA. If a response is answered before the end of the consultation, correspondence between consultees and Bournemouth will be visible for everyone to read on the portal. It may be impractical to respond to every consultee's question individually, but a 'frequently asked questions' page will be maintained on the portal during the consultation.

Bournemouth International Airport will carry out a fair, transparent and comprehensive review and categorisation of all responses received into responses with the potential to lead to Bournemouth Airport changing the proposal, or responses that will not change the proposal

The categorisation will demonstrate how Bournemouth Airport has heard and understood the feedback received; what impact this has had on the proposal, or if the feedback has not influenced the final proposal, the reason why it has not. Taking a high level, 'We asked, you said, we did' approach to setting the qualitative assessment of consultation responses.

Examples of reasons why changes may not influence the proposal include that they are operationally or commercially not viable, they have a negative impact on other stakeholders, or the feedback is not compliant with Regulatory requirements.

The content and the rate of responses will be monitored throughout the consultation to identify issues and potential failure of the consultation to deliver useful responses. This monitoring will identify unexpected events or issues allowing time to implement mitigations such as targeted engagement, or an extension of the consultation period. If mitigating

actions are required, these will be discussed with the CAA Case Officer to agree an acceptable course of action.

It can reasonably be foreseen that the consultation may stimulate a level of 'Social Media Chatter', some of which may be ill-informed or even malicious. During the consultation period, social media will be monitored for 'chatter' by Bournemouth Airport. Where the monitoring of Social Media identifies issues that need to be contained, it may be appropriate to treat the issue as a Frequently Asked Question and to add a response to the FAQ list. Where the issues are significant, the Case Officer will be contacted to agree an appropriate course of action.

5.5 Risk of Consultation Failure

The proposed change at Bournemouth Airport is a technical change to the source of the instrument approach guidance from ground-based Instrument Landing System to Required Navigation Performance based on satellite positioning. The proposed change is fully compatible with the existing aircraft tracks, use of airspace, and is not expected to increase traffic levels, it is therefore expected that the consultation will not be contentious requiring escalation. This is supported by the positive and cordial engagement with the Airport Consultative Committee during the preparation of the Noise Action Plan during 2018 and during Stages 1 and 2 of the Airspace Change Proposal.

6 Materials

The primary material proposed for the consultation will be the consultation document which will be uploaded to the CAA portal and notified to all stakeholders. Presentation material that will be provided for the drop-in sessions and the other airport meetings will use material from the consultation document but could be expected to include additional map views of aircraft ground track information relative to postcodes and number of persons impacted. Any material presented at a drop-in session will be made available after confirmation with the CAA.

The operation of the international air traffic system and the changes to the Instrument Approach Procedures to Bournemouth Airport, are by their nature, complex technical subjects. The Consultation document will be prepared to inform both Aviation and Non-Aviation stakeholders at the level that is required to provide informed comment on the impact of the proposal on the stakeholder.

One of the key consultation requirements is that the consultation document must allow all stakeholders, including those with no technical expertise, to understand the potential impact of the proposed changes on them. If an overview of technical subjects will assist a non-aviation stakeholder to respond to the consultation, additional material will be provided as an Annex to the consultation document.

All mapping and aircraft track data presented in the consultation materials will be the most up to date and credible information available and the sources of the data will be clearly referenced.

Where Aviation and Non-Aviation stakeholders have different requirements, such as map and chart depictions relating to airspace structures, or ground features (Roads rivers, council boundaries etc), suitable map overlays will be utilised within the consultation materials.

The consultation material will highlight that the implementation of RNP approach Procedures is a mandatory regulatory requirement detailed in a European Implementing Rule that will be supported by the United Kingdom after the UK withdraws from the European Union. Standards for RNP approaches have been developed by the International Civil Aviation Organisation to closely replicate the performance of current Instrument Landing Systems, these Standards limit the design options available to Bournemouth Airport, but allow existing aircraft tracks to be maintained. When the change is implemented, the runway 08 ILS will be withdrawn from service and it will not be replaced, although minor changes to the Initial approach segments maybe possible in the future.

The consultation will contain a reversionary statement as detailed in section 8.3.

7 Length of Consultation

CAA CAP 1616 requires the duration of an airspace consultation to be no less than 12 weeks. Due to the consultation spanning the Christmas and New Year holidays, the duration of the consultation will be 15 weeks to allow extra time for stakeholders to express their opinions and comments on the Airspace Change Proposal. The consultation portal will remain open throughout the Christmas and New Year holiday period.

- Consultation Start 13 December 2019. [Two Weeks after CONSULT Gateway]
- Consultation End 27 March 2020.

It is noted that the Cabinet Office Consultation Principles 2018 include “**Consultation exercises should not generally be launched during local or national election periods.**” The consultation relates to operational procedures at Bournemouth Airport, it is therefore considered that the announcement of an election before the consultation commences, will not impede the start of the consultation.

A reminder will be sent to all identified stakeholders who were sent the Consultation at approximately the mid-point of the consultation period and as the deadline for submission of responses approaches. This reminder is proposed to be sent mid-February. A final reminder will be sent one week before the end of the consultation. The Airport will also utilise local media for reminders throughout the consultation period.

If issues arise that require the consultation to be extended, a decision will be taken following discussion with the CAA Case Officer.

8 Post-Consultation

8.1 Assessment and Submission

After the consultation period closes, the Bournemouth Airport will collect, analyse and categorise all responses that have been received during the consultation and CAA will approve categorisation of responses. Bournemouth Airport will then assess the collated, reviewed and categorised responses to confirm the Option to be implemented and to determine if it is necessary to update the design of the preferred option in the light of the information in the responses that have been received.

Bournemouth Airport will prepare:

- A Consultation Response Document setting out transparently the approach to categorisation, the preferred option to be taken forward and any design changes resulting from consultation responses.
- The final design documentation for the RNP Approaches
- A Final Options Appraisal, including the Safety Assessment for the preferred option.

As there are International Standards on the design of RNP Instrument Approaches, Bournemouth Airport, consider that any change to the preferred option resulting from consultation feedback will be minor and that the likelihood of requiring re-consultation will be extremely low. If however, feedback from the procedure designer or stakeholders reveals that the impact of the design has fundamentally changed, Bournemouth Airport will discuss the need for further consultation with CAA.

When the three documents above are completed and CAA confirms the assessment of Bournemouth Airport that there is no requirement for further consultation, the documents will be uploaded onto the On-Line Portal.

Bournemouth Airport will prepare and submit the formal Airspace Change Proposal to the CAA by providing:

- A Full version of the ACP for Approval by CAA
- A Redacted ACP version for publication on the portal. (if the ACP contains sensitive or commercial information)
- An Executive Summary for publication on the portal

When the Formal submission has been submitted, CAA will notify The Department of Transport.

8.2 Decision and Implementation

Current planning envisages that CAA will decide the acceptability of the Airspace Change Proposal to be completed at the DECIDE Gateway Review in December 2020 and this may allow the RNP Approach Procedures to be introduced into operation in April 2021.

8.3 Post Implementation and Reversion Capability

8.3.1 Post Implementation Review

One year after the implementation of the change, CAA will commence a post-implementation review i.e. in April 2022. The purpose of the review is for the change sponsor to carry out a rigorous assessment and the CAA will evaluate whether the anticipated impacts and benefits detailed in this consultation document and the Impact Assessment and the published decision are as expected, and where there are differences, what steps (if any) are required to be taken.

CAP 1616 requires that Bournemouth Airport as the sponsor for the RNP approach procedures must make clear to stakeholders in the consultation documents the extent to which the proposed airspace change, once implemented, is reversible if it does not achieve the planned objectives.

8.3.2 Reversion Statement

RNP instrument approaches use satellite navigation technology and are internationally standardised to provide comparable guidance to an Instrument Landing System. These approaches are widely implemented on a global basis and it is therefore unlikely that the RNP approach procedures will fail to meet their intended purpose.

During the first year of operation, Bournemouth Airport will take a proactive position and will closely monitor the performance of aircraft conducting RNP approaches to ensure that the procedures are meeting their planned objectives and will provide post implementation information to the Airport Consultative Committee meetings.

If issues with aircraft tracks are observed or reported, for example in turn performance or track concentration, Bournemouth Airport will analyse the cause of the deviations, and will propose corrective actions such as design refinements or minor changes to the manner in which the procedures are flown.

Any proposed actions resulting from the analyses conducted by Bournemouth Airport will be agreed with CAA.

In respect of reversionary procedures:

Runway 08

The ILS serving runway 08 is at the end of its' economic and supportable lifetime and when the RNP approaches are introduced into operation, the ILS will be decommissioned.

Reversion to an ILS approach on runway 08 will not be possible and aircraft will revert to using the existing 2 dimensional Non Directional Beacon or Surveillance radar approaches.

Runway 26

The ILS serving runway 26 will remain in operation and the ILS is expected to remain the approach of choice by the majority of aircraft with the RNP approach being for training or when the ILS is unavailable.

A Bournemouth Airport Consultative Committee

A.1 Airport Consultative Committee. (Extract from Charter)

The Consultative Committee is established in order that the management of Bournemouth International Airport Ltd (the Airport Company) can take into account the views of interested parties when making decisions concerning the management, operation and development of the Bournemouth International Airport (the Airport), and keep those parties informed of matters affecting them. The Committee fulfils the requirements of Section 35 of the Civil Aviation Act 1982 (as amended) for the Airport management to provide adequate facilities for consultation.

A.2 Consultative Committee Terms of Reference

The terms of reference of the Committee are to provide facilities for consultation at the Airport. Consultation is not intended to detract from the responsibility of management to manage the Airport. The aim is to provide an effective forum for the discussion of all matters concerning the development or operation of the Airport, which have an impact on the users of the Airport and on people living and working in the surrounding area.

Consultation is a positive and interactive process through which the concerns of interested parties can be taken into account, aiming to allow the efficient operation of the Airport, whilst moderating its impact on local communities. It is a means of keeping all interested parties adequately informed of matters affecting them, of providing an opportunity to reconcile any differences of views that may arise, and an opportunity for resolving difficulties through agreed voluntary action.

The Consultative Committee is made up of the following organisations:

MEMBERS (in no particular order)		
LOCAL	1	Bournemouth, Christchurch & Poole (BCP)
	2	Hampshire County Council
	3	Dorset Council
	4	New Forest District
	5	Ferndown TC
	6	Verwood TC
	7	Hurn Parish
	8	Bransgore Parish
AIRPORT USERS	1	Hope Aviation Ltd
	2	Prestige Holidays
LOCAL INTEREST GROUPS	1	Dorset Federation of Residents' Associations
	2	Broadstone Neighbourhood Forum
	3	Bransgore & District Residents' Association
	4	Jumpers & St Catherine's Hill Residents Association
	5	Crowhill Res' Association / Burley Parish Council
	6	New Forest National Park Authority
	7	Dorset Chamber of Commerce & Industry
	8	Bournemouth Chamber of Trade & Commerce
	9	Christchurch & District Chamber of Trade

Table 1: Members of Bournemouth Airport Consultative Committee

B List of Invited Stakeholders

Parliamentary Constituencies	
North Dorset County Constituency	Bournemouth East Borough Constituency
Mid Dorset and North Poole County Constituency	Christchurch County Constituency
South Dorset County	New Forest East County Constituency
Poole Borough Constituency	New Forest West County Constituency
Bournemouth West Borough Constituency	

National and Environmental Organisations	
Natural England	National Trust
Cranborne Chase AONB Team	

Bournemouth Airport Consultative Committee	
Bournemouth, Christchurch & Poole (BCP)	Dorset Federation of Residents' Associations
Hampshire County Council	Broadstone Neighbourhood Forum
Dorset County Council	Bransgore & District Residents' Assoc
New Forest District	Jumpers & St Catherine's Hill Residents Assoc
Ferndown TC	Crowhill Res' Association / Burley Parish Council
Verwood TC	New Forest National Park Authority
Hurn Parish	Dorset Chamber of Commerce & Industry
Bransgore Parish	Bournemouth Chamber of Trade & Commerce
Hope Aviation Ltd	Christchurch & District Chamber of Trade & Commerce
Prestige Holidays	

Parish Councils (Not Represented on Airport Consultative Committee)	
Arne CP	Minstead CP
Boldre CP	Morden CP
Brockenhurst CP	New Milton CP
Burton CP	Pamphill CP
Colehill CP	Ringwood CP
Corfe Castle CP	Shapwick CP
Corfe Mullen CP	Sopley CP
Ellingham, Harbridge and Ibsley CP	Spetisbury CP
Ferndown Town CP	St. Leonards and St. Ives CP
Hinton CP	Studland CP
Holdenhurst Village CP	Sturminster Marshall CP
Holt CP	Sway CP
Hordle CP	Tarrant Crawford CP
Horton CP	Verwood CP
Lymington and Pennington CP	Wareham St. Martin CP
Lyndhurst CP	West Moors CP
Lytchett Matravers CP	West Parley CP
Lytchett Minster and Upton CP	Wimborne Minster CP
Milford-on-Sea CP	

National Air Traffic Management Advisory Committee	
Airlines UK	British Parachute Association (BPA)
Airspace4All	General Aviation Alliance (GAA)
Airfield Operators Group (AOG)	Honourable Company of Air Pilots (HCAP)
Aircraft Owners and Pilots Association (AOPA)	Helicopter Club of Great Britain (HCGB)
Aviation Environment Federation (AEF)	Isle of Man CAA
British Airways (BA)	Light Aircraft Association (LAA)
BAe Systems	Low Fare Airlines
British Airline Pilots Association (BALPA)	Military Aviation Authority (MAA)
British Balloon and Airship Club	Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)
British Gliding Association (BGA)	NATS
British Helicopter Association (BHA)	PPL/IR (Europe)
British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo)	UK Airprox Board (UKAB)
British Model Flying Association (BMFA)	United States Air Force Europe (3rd Air Force-Directorate of Flying (USAFE (3rd AF-DOF))

Aircraft Operators	
Cobham	Jota Aviation
Eastern Airways	Loganair
Easy Jet	Ryanair
Flybe	TUI
Gama Aviation	

Training Organisations	
Bournemouth Commercial Flight Training	CAE Oxford
Booker Aviation	L3Harris
Blackbushe Aviation	Western Air Thruxton

Adjacent Airports	
Compton Abbas Airport	Southampton Airport
Solent Radar	

C Consultation Conduct and Assessment Strategy

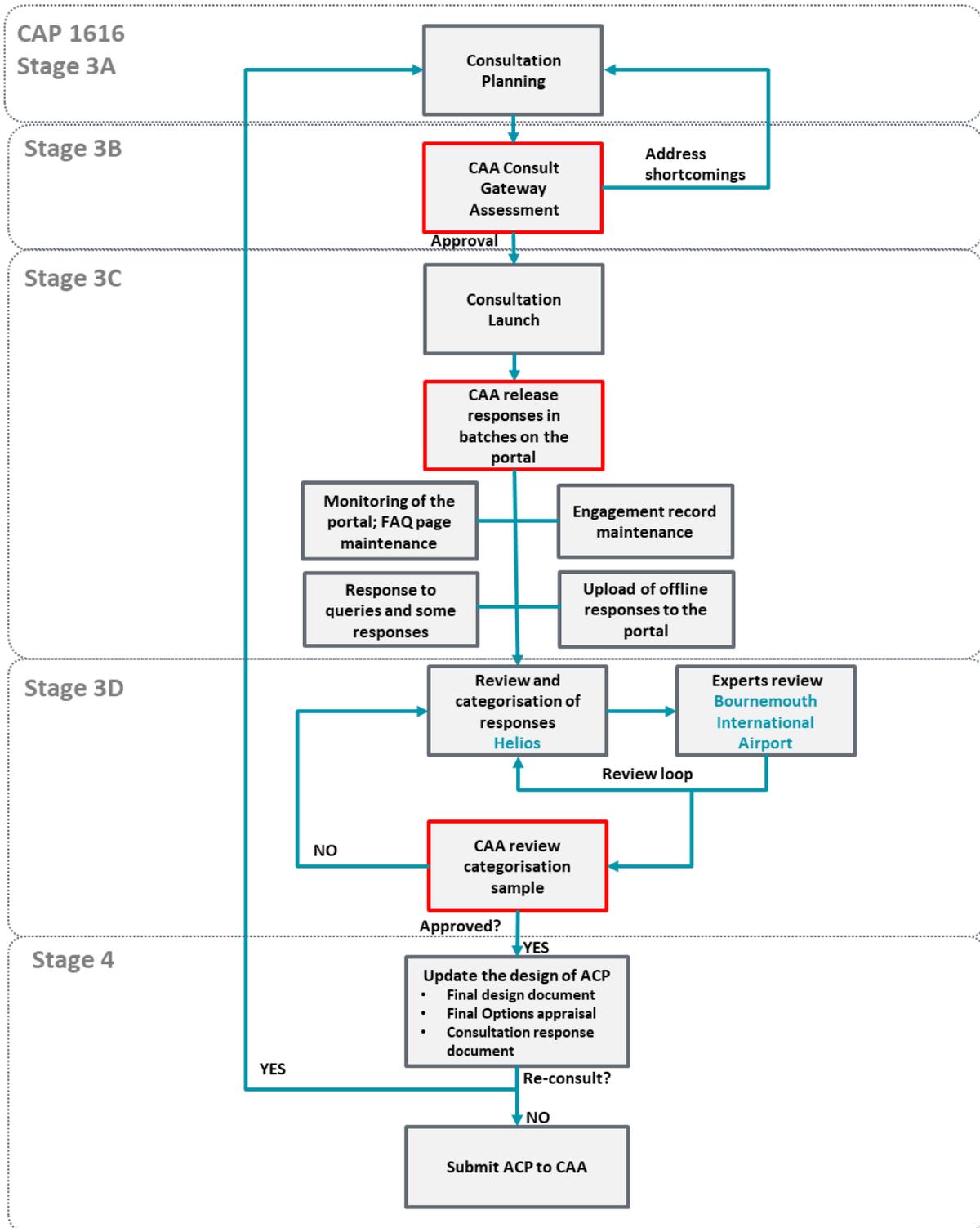


Figure 8: Consultation Conduct and Assessment Strategy