

Bournemouth International Airspace Change Proposal

Consultation Response
Document

ACP-2018-40

Prepared by:

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Executive summary

Bournemouth Airport proposes to introduce new Required Navigation Performance (RNP) Instrument Approach Procedures (IAPs) for both runways 08 and 26 at the airport.

The Instrument Landing System (ILS) serving runway 08 has been in operation for over 30 years and has now reached the end of its economic and operating life. The proposed approach procedures will employ satellite navigation technology, which means the proposed approach procedures will not require new navigation equipment to be installed at the airport. The new procedures will allow the obsolete ILS serving runway 08 to be decommissioned. The new procedures will also support RNP approaches to Runway 26, providing an alternative 3-dimensional approach, increasing the resilience of operations for the most important runway at the airport. Existing Air Traffic operational procedures and instructions given by Bournemouth and Solent Radar Air Traffic Controllers for arriving aircraft are not proposed to change.

UK Civil Aviation Authority (CAA) requires that Bournemouth Airport conducts an Airspace Change Proposal following the Airspace Change Process which is described in Civil Aviation Publication CAP1616¹. Bournemouth Airport, as the ACP Sponsor, was responsible for conducting a public consultation with airspace and airport users and other organisations who may be affected directly or indirectly by the proposed changes. The scope of the consultation was limited to the proposed implementation of new RNP instrument approach procedures.

A total of 91 consultation invitations were sent out to aviation and non-aviation stakeholders. The aviation stakeholders comprised airspace and airport user groups and national aviation organisations represented on the CAA's National Air Traffic Management Advisory Committee. The non-aviation stakeholders included Councillors and Officials of County, District, Town and Parish Councils, Members of Westminster Parliamentary Constituencies and other organisations which could be affected by the proposed change.

The consultation ran from 13th December 2019 to 15th May 2020. It was originally planned to close the consultation on 27th March 2020, but because of the situation with COVID-19, the Bournemouth Consultation Team, with the agreement of the CAA, decided to keep the consultation open for seven more weeks, until 15th May 2020. During this time 34 responses were received and analysed. This includes one response which was received after the consultation had closed. Following the analysis, the admissible responses were consolidated to a total of 33.

After detailed and careful consideration of the responses to the consultation, Bournemouth Airport is taking forward Sub-Option 3d: Limited T Bar with three Initial Approach Fixes as described in the Consultation Document through the formal Airspace Change Process with no additional changes to the proposal.

¹ https://publicapps.caa.co.uk/docs/33/CAP1616_Airspace%20Change_Ed_3_Jan2020.pdf

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1 Introduction

This Consultation Response Document summarises all responses received during the consultation, which was carried out by Bournemouth Airport as the change sponsor, for the proposed RNP instrument approach procedures to runway 08 and 26 at this airport.

The scope of this consultation was limited to the proposed implementation of new instrument approach procedures which:

- will replace the existing Instrument Landing System approaches that will be withdrawn due to equipment obsolescence on runway 08.
- will complement the Instrument Landing System by providing contingency and resilience on runway 26.

This document is prepared according to the regulatory requirements of the UK Civil Aviation Authority (CAA) for changing airspace design Detailed in Civil Aviation Publication CAP1616 and presents the output of Stage 4A of the Airspace Change Process. The aim of this document is to provide feedback to all consultees by summarising key messages and concerns from the responses during the consultation.

The consultation ran from 13th December 2019 to 15th May 2020. It was originally planned to close the consultation on 27th March 2020, but because of the situation with COVID-19, the Bournemouth Consultation Team, with the agreement of the CAA, decided to keep the consultation open for seven more weeks, until 15th May 2020.

A total of 91 consultation invitations were sent out to aviation and non-aviation stakeholders on 13th December 2019. The aviation stakeholders comprised airspace and airport user groups and national aviation organisations represented on the CAA's National Air Traffic Management Advisory Committee. The non-aviation stakeholders included Councillors and Officials of County, District, Town and Parish Councils, Members of Westminster Parliamentary Constituencies and other organisations which could be affected by the proposed change.

The full list of all stakeholders directly invited to participate in the consultation is provided in Annex A. The following table summarises the emails which were sent to the invited stakeholders.

Date	Email Subject
13 th December 2019	Invitation to participate in Bournemouth ACP Consultation
19 th February 2020	Midpoint of the consultation
20 th March 2020	Last week of consultation
3 rd April 2020	Consultation Deadline Extension
11 th May 2020	Consultation Deadline Extension – last week of consultation

Table 1: Emails sent to directly invited stakeholders

In addition to the email campaign, a number of publications through the press and association newsletters were also made including the following:

- Bournemouth Airport placed information and links to the consultation document on the Airport Web site and posted notifications on the Airport's Twitter, LinkedIn and Facebook Social media pages.
- Articles relating to the airspace consultation were published in the February and March editions of the 4 Dorset Magazine and also published in the 28 January edition of the Daily Echo News.
- The British Gliding Association also posted a news article about the Bournemouth Airspace Consultation on its website.

All of the media articles are included in Annex C.

As notified in the Consultation Document, and promulgated in the media articles, two Consultation 'Drop-In Sessions' were held at the airport on 17 January and 21 February between 15:00 and 22:00. These Drop-In sessions were not well attended, with one stakeholder attending the 17 January session and 5 stakeholders attending the 21 February session.

The consultation was conducted through the CAA provided online airspace change portal which consisted of an overview of the proposed changes, the consultation document available for download and a survey which allowed stakeholders to submit their feedback.

The Feedback Form with the list of questions used in the online portal can be found in Annex B.

Organisation of the document

- Chapter 1** this section introduces the document and provides a brief overview of the consultation, ACP process and the proposed change.
- Chapter 2** provides details about Bournemouth ACP consultation responses and analysis of responses.
- Chapter 3** is dedicated to a summary of key areas of benefits and key areas of concerns raised within the consultation. Each type of concern raised is addressed the Bournemouth Consultation Team in a separate sub-section.
- Chapter 4** analyses responses with new suggestions, including answers from the Bournemouth Consultation Team to these suggestions.
- Chapter 5** describes modifications to the Final Proposal.
- Chapter 6** provides information about ACP process and its next steps.

2 Analysis of responses

2.1 General

The Bournemouth Airport ACP Consultation on implementation of new RNP approaches to runway 08 and runway 26 ran from 13th December 2019 until 15th May 2020, during which 34 responses were received. This includes one response which was received after the consultation had closed. The consultation team accepted this late response as the consultee was unable to submit before the end of the consultation period as key staff were furloughed due to the COVID-19 pandemic.

Responses received

CAA portal	31
After the consultation had been closed	1
By email	1
By post	1
Total	34

As it is noted in the table above, 31 responses were received through the CAA Portal. The response, which was received after the consultation had been closed and the response received by post were uploaded to the CAA Portal by the Bournemouth Airport Consultation Team. One response was received by email as the stakeholder was unable to upload their response via the CAA Portal. This response was also uploaded, as required by CAP1616, by the consultation team to the CAA Portal.

The analysis of received responses identified one case of a duplicate response being received from the same person. In this case, the comments were consolidated into a single response.

Consolidated responses

CAA portal	34
Duplicate	-1
Total	33

The total number of responses that are considered in the final analysis is 33.

2.2 Analysis of responses by groups

A total of 91 Consultation invitations were sent out to aviation and non-aviation stakeholders. The aviation stakeholders comprised airspace and airport user groups and national aviation organisations represented on the CAA's National Air Traffic Management Advisory Committee (NATMAC). The non-aviation stakeholders included Councillors and Officials of County, District, Town and Parish Councils, Members of Westminster

Parliamentary Constituencies and other organisations which could be affected by the proposed change. The full list of all stakeholders directly invited to participate in the Consultation is provided in Annex A.

Of the 91 stakeholders directly invited to participate in the Consultation, only 16 responded, representing 18% of the contacted organisations as it is presented in Figure 1.

Participation from stakeholders directly invited to participate in the consultation

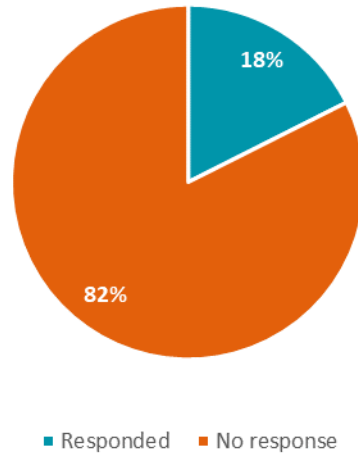


Figure 1: Proportion of invited stakeholders who responded to the consultation

Figure 2 shows the breakdown of all received responses coming from individuals, aviation organisations and other organisations.

Types of respondents

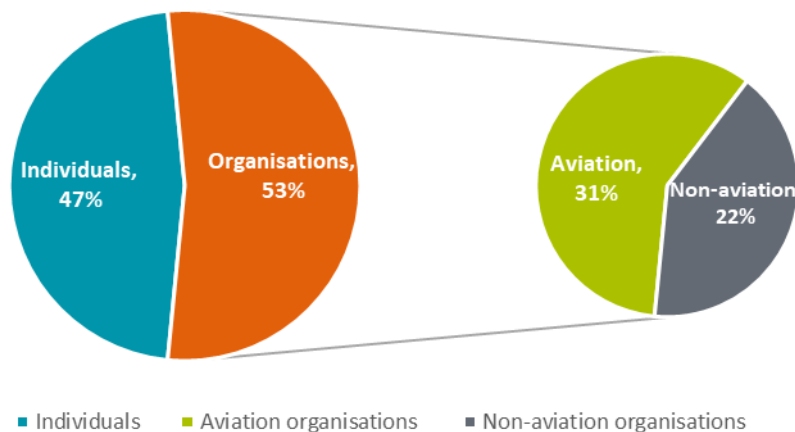


Figure 2: Percentage of responses by type of respondent

2.3 Analysis of geographic location of respondents

All 33 responses were submitted by UK-based respondents. The following chart presents summary of location of respondents based on provided postcodes.

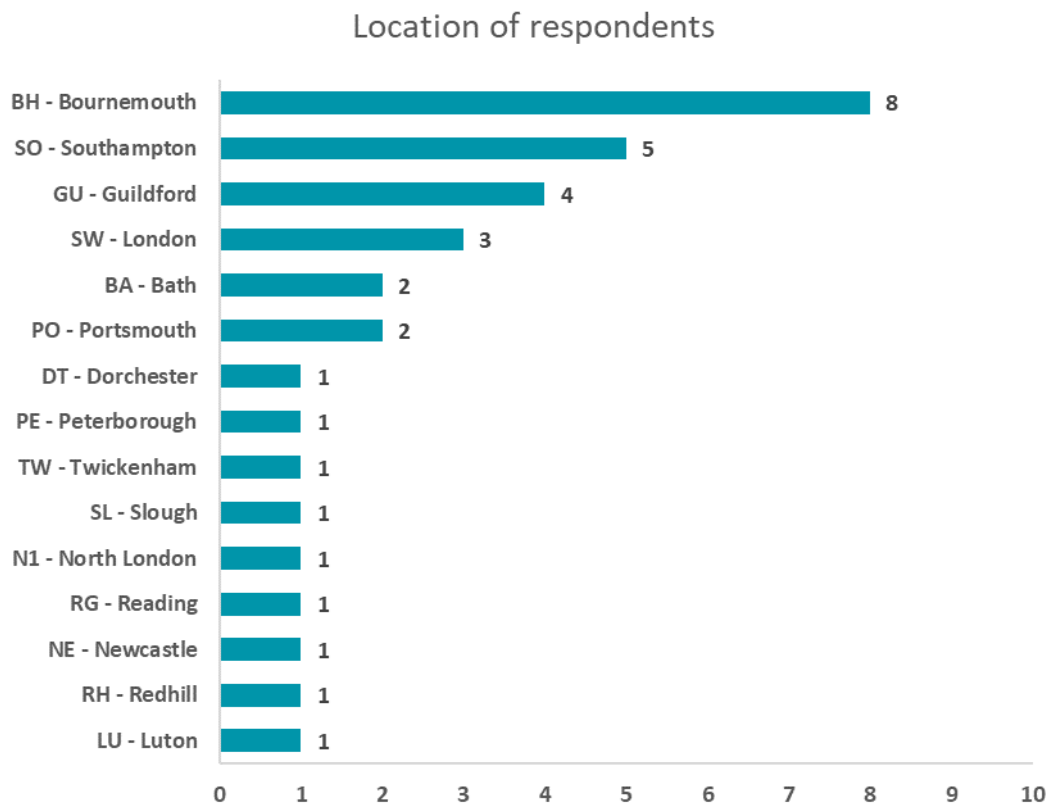


Figure 3: Summary of location of respondents

2.4 Analysis of responses by preferred option

During the consultation, the following options were presented to participants for runways 08 and 26:

- Do not support either proposal.
- Support Sub-Option 3c – Straight-in Approach with Combined Initial and Intermediate Fixes.
- Support Sub-Option 3d – Limited T Bar with two Initial Approach Fixes.
- No preference.

2.4.1 Analysis of responses by preferred option for RWY 08

Of the 33 received responses, 61% (20) gave their support to “Sub-Option 3d”, 33% (11) had no preferred option (“No preference”) and 6% (2) of respondents selected “Do not support either proposal”. No respondents expressed their support for “Sub-Option 3c”.

Supported Options for RWY 08

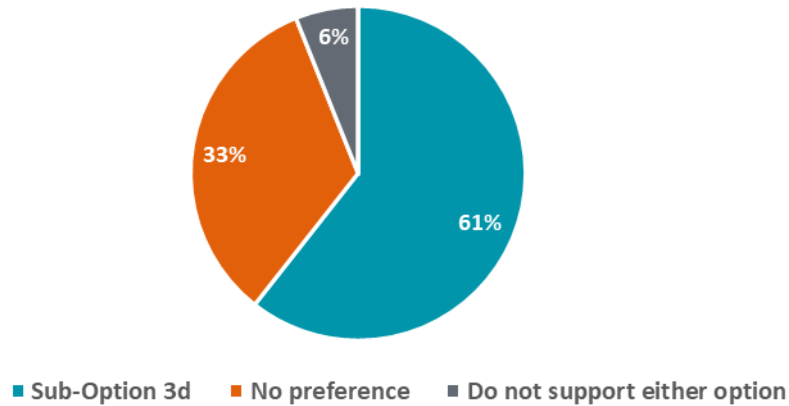


Figure 4: Supported options for RWY 08

2.4.2 Analysis of responses by preferred Option for RWY 26

Of the 33 received responses, 61% (20) gave their support to “Sub-Option 3d”, 36% (12) had no “No preference”, whilst 3% (1) of respondents selected “Do not support either proposal”. Similarly to RWY 08, there were no responses that supported “Sub-Option 3c” for RWY 26.

Supported Options for RWY 26

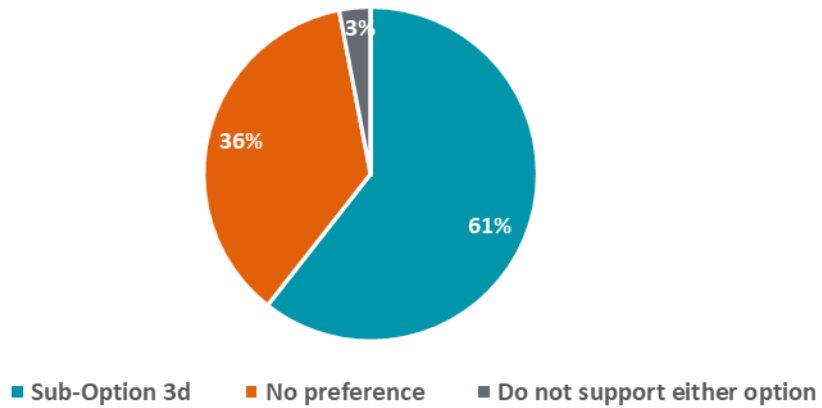


Figure 5: Supported options for RWY 26

3 Key areas of benefit and concern raised by the consultation

3.1 Key areas of benefit

Where respondents to the consultation provided comments in addition to indicating their support for the preferred option for runway 08 and runway 26, these comments were further analysed and categorised according to the benefits and concerns identified by the respondent. The identified benefits from these comments were categorised into eight categories for each runway 08 and 26. In terms of concerns raised, there were three areas of concerns raised for 08 and three areas for runway 26. Some responses identified more than one benefit or concern.

3.1.1 Key areas of benefit for RWY 08

The number of responses received for each identified benefit area for runway 08 are summarised in the following chart:

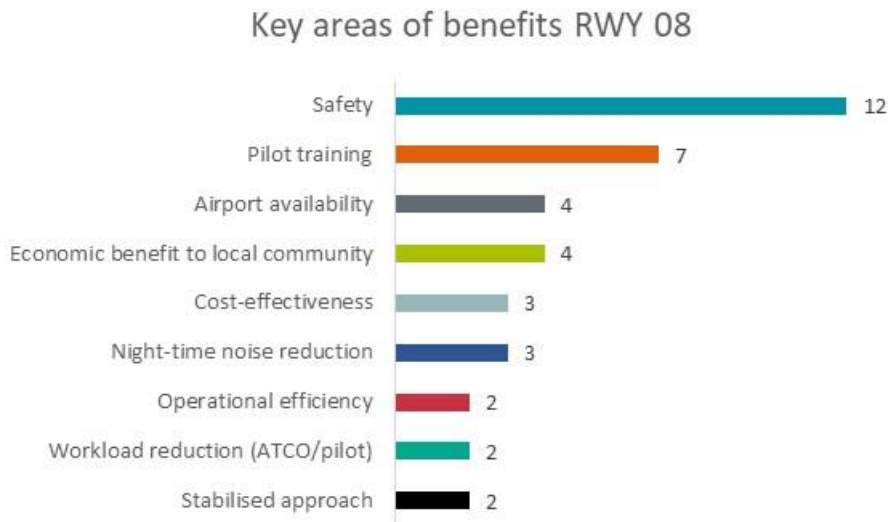


Figure 6: Key areas of benefit identified for RWY 08

3.1.2 Key areas of benefit for RWY 26

The number of responses received for each identified benefit area for runway 26 are summarised in the following chart:

Key areas of benefits RWY 26



Figure 7: Key areas of benefit identified for RWY 26

3.2 Key areas of concern

Most comments received (75%) during the consultation stated that the proposed change at Bournemouth Airport would not raise any concerns. However, there were some respondents, whose comments identified areas of concern, these were categorised into three key areas.

3.2.1 Key areas of concern for RWY 08

The number of responses received for each identified area of concern for runway 08 are summarised in the following chart:

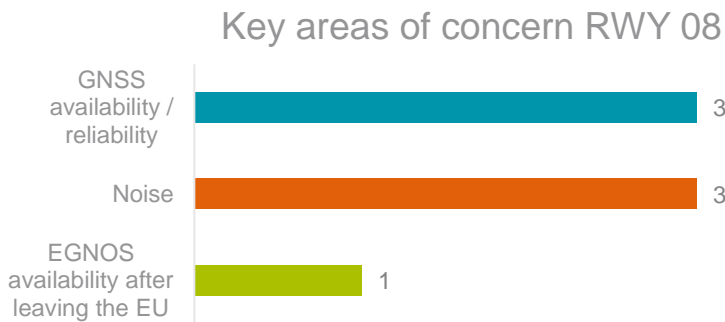


Figure 8: Key areas of concern identified for RWY 08

3.2.1.1 GNSS availability / reliability (RWY 08)

GNSS is safety critical system in aviation and therefore a Receiver Autonomous Integrity Monitor (RAIM) is an essential feature in certified aircraft avionics. RAIM ensures that available satellite signals meet the integrity requirements for a given phase of flight. If GNSS fails to meet the required performance, the aircraft avionics raise a RAIM warning, allowing the pilot to take the necessary actions. The CAA also monitors GNSS

performance and publishes Quarterly Performance Reports of achieved GNSS performance. In addition, airports with LPV approaches also receive an SBAS NOTAM from the EGNOS Service Provider (ESP) informing of scheduled outages and predicted service degradations.

3.2.1.2 Noise (RWY 08)

Three responses stated concerns about aircraft noise, one of them supported “sub-Option 3d” and two responses selected “Does not support either option”.

The comments related to noise on the 08 Approach were:

- One respondent located in close vicinity to the runway 08 Intermediate Segment expressed concern about LNAV/VNAV approaches increasing noise due to low altitude deviation and the less stable approach requiring more engine thrust changes. Within the Intermediate Segment of the approach, the height of the aircraft for the LNAV, LNAV/VNAV and LPV approaches are all determined by the aircraft altimeter with the ‘VNAV’ element only applicable within the Final Approach Segment. Within the Intermediate Segment, there will be no discernible difference in noise due to the type of RNP approach being flown.
- One organisation located under the arrival to the Southern Initial Approach Fix expressed concern about increased aircraft noise, where there may be some ‘funneling’ of traffic towards the Initial Approach fix. Radar data shows that this area is currently overflown by aircraft at approximately 5000 feet and the low frequency of arrivals through this area is unlikely to result in a discernible increase in noise.
- One organisation made a general comment concerning opportunities to reduce the impact of noise on communities from aircraft operating into runways 08 and 26 at Bournemouth Airport. The Airport considers it is not possible to address this comment within this Airspace Change Proposal due to airspace constraints in the Solent area, although there may be opportunities within the Future Airspace System Implementation - South airspace change proposal.

3.2.1.3 EGNOS availability outside the European Union

One respondent raised concerns about the continued availability of EGNOS for UK users now the UK has left the European Union. UK involvement in some EU space programmes will continue, despite UK leaving European Union. For the UK public, business and organisations, there will be no noticeable change at the end of the Transition Period from the 1st January 2021. It will be possible to use the freely available ‘open’ signal to develop products and services for consumers, and it will be possible to continue using the open position, navigation and timing services provided by Galileo and EGNOS.

For more information please refer to the UK government guidance here:

<https://www.gov.uk/guidance/satellites-and-space-programmes-from-1-january-2021> .

3.2.1.4 Origin of benefit and concern comments

This section has analysed the background of Stakeholders (aviation or non-aviation) who submitted comments relating to either benefits or concerns in respect of the proposals for runway 08.

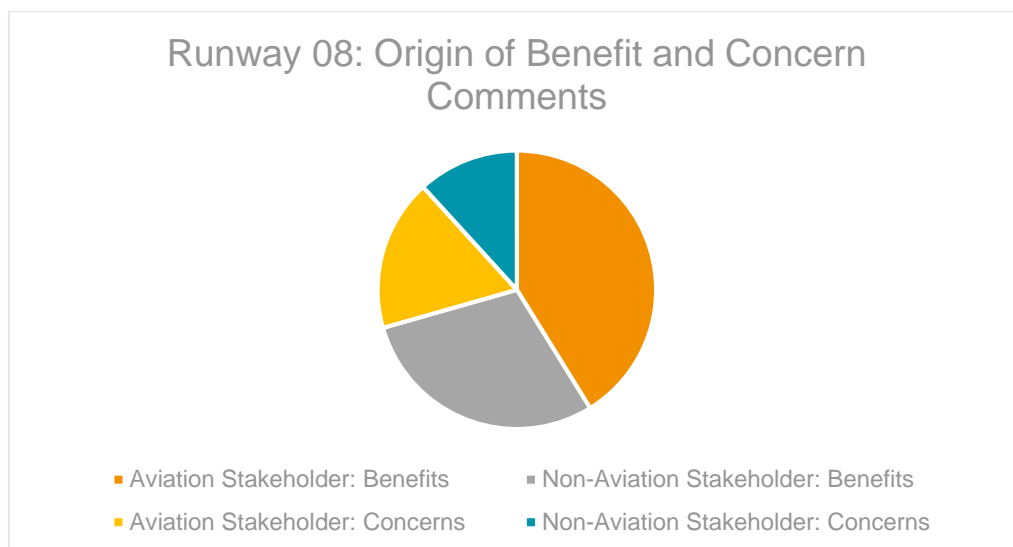


Figure 9 Benefits and concerns from aviation and non-aviation respondents RWY 08

The number of comments stating benefits (70%) exceeded the number of concerns (30%). As may be expected, the majority of the operational benefits were identified by aviation respondents, although two non-aviation respondents identified the economic benefit to the local community resulting from the development of the airport.

In respect of non-aviation respondent's comments, the main concern related to increased noise. The main concerns for aviation respondent's comments related to the continued availability and reliability of GNSS and EGNOS.

3.2.2 Key areas of concern for RWY 26

The number of responses received for each identified area of concern for runway 26 is summarised in the following chart:

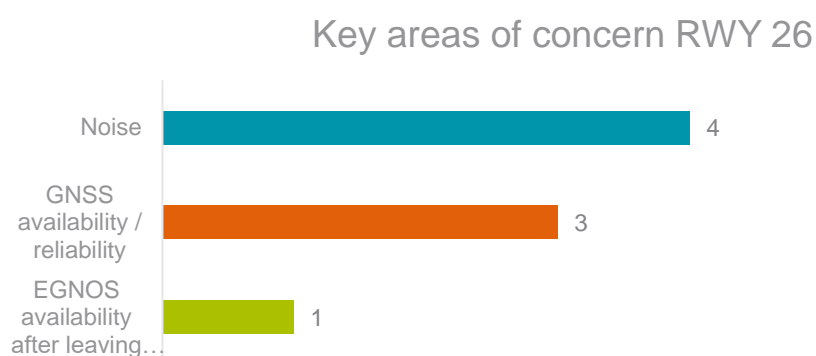


Figure 10: Key areas of concern identified for RWY 26

3.2.2.1 GNSS availability / reliability (RWY 26)

GNSS is safety critical system in aviation and therefore a Receiver Autonomous Integrity Monitor (RAIM) is an essential feature in certified aircraft avionics. The RAIM ensures that the available satellite signals meet the integrity requirements for a given phase of flight. If GNSS fails to meet the required performance, the aircraft avionics raise a RAIM warning, allowing the pilot to take the necessary actions. The CAA also monitors GNSS performance and publishes Quarterly performance reports of achieved GNSS

performance. In addition, airports with LPV approaches also receive an SBAS NOTAM from the EGNOS Service Provider informing of scheduled outages and service degradation.

3.2.2.2 Noise (RWY 26)

For the runway 26, there four responses which identified noise as a main area of concern, of these, two responses supported “sub-Option 3d”, one response selected the “No preference” option and one response did not support either option.

The comments related to noise on the 26 Approach were:

- One respondent located in close vicinity of the runway 26 Final Approach Fix expressed concern about noise from the current operations. The current noise levels are outside the scope of this consultation, although the introduction of the RNP approaches will not result in increased noise levels in this area.
- One organisation located within the runway 08 Final Approach Segment, made a general comment that “some areas adjacent to the New Forest will probably experience a greater level of noise”. The introduction of the RNP procedures will not increase the overall noise, although there may be some changes in the distribution of the noise between aircraft conducting the ILS and the RNP approaches as highlighted in the consultation.
- One organisation located in the vicinity of the runway 26 Intermediate Fix requested opportunities to reduce the impact of noise to be considered and offered suggestions for consideration in the design of the runway 26 RNP approach procedure. This comment is addressed in detail in Section 4 of this document.
- One organisation made a general comment concerning opportunities to reduce the impact of noise on communities from aircraft operating into runways 08 and 26 at Bournemouth Airport. The Airport considers it is not possible to address this comment within this Airspace Change Proposal due to airspace constraints in the Solent area, although there may be opportunities within the Future Airspace System Implementation - South airspace change proposal.

3.2.2.3 EGNOS availability outside the European Union

One respondent raised concerns about availability of EGNOS for UK users as the UK has left the European Union. For UK public, business and organisation, there will be no noticeable change at the end of the Transition Period from the 1st January 2021. It will be possible to use the freely available ‘open’ signal to develop products and services for consumers, and it will be possible to continue using the open position, navigation and timing services provided by Galileo and EGNOS.

For more information please refer to the UK government guidance here:

<https://www.gov.uk/guidance/satellites-and-space-programmes-from-1-january-2021> .

3.2.2.4 Origin of benefit and concern comments

This section has analysed the background of Stakeholders (aviation or non-aviation) who submitted comments relating to either benefits or concerns in respect of the proposals for runway 26.

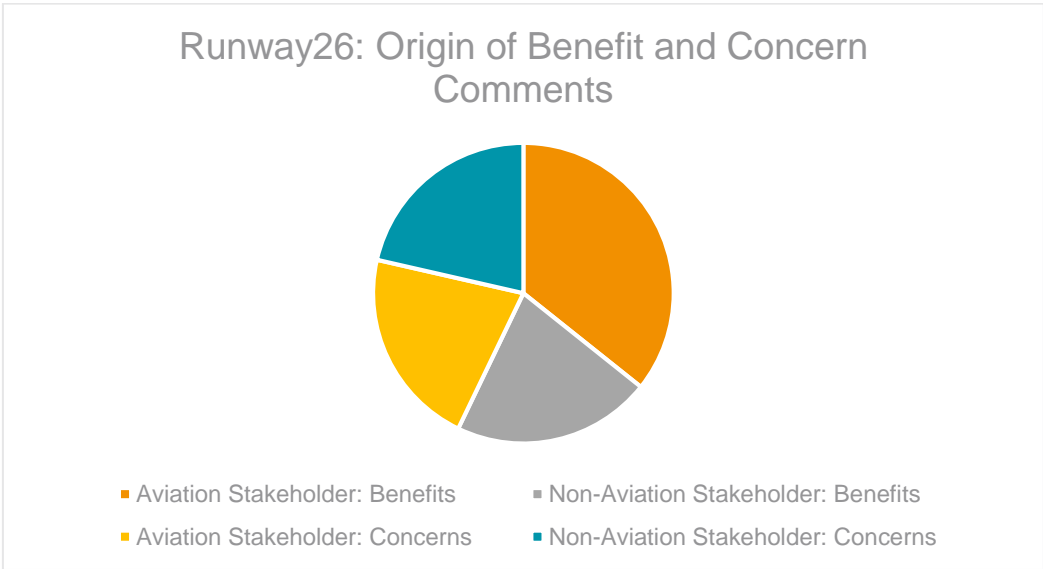


Figure 11 Benefits and concerns from aviation and non-aviation respondents RWY 26

The number of comments stating benefits (57%) exceeded the number of concerns (43%). As may be expected, the majority of the operational benefits were identified by aviation respondents, although two non-aviation respondents identified the economic benefit to the local community resulting from the development of the airport infrastructure.

In respect of the non-aviation respondent’s comments, the main concern related to increased noise. The main concerns for aviation respondent’s comments related to the continued availability and reliability of GNSS and EGNOS.

4 Responses with new suggestions

All the comments received during the consultation have been carefully read and taken into consideration. There was only one response which has been categorised as having the potential to impact on the proposed design option. This response is detailed below:

Individual or Organisation (Q1)	Consultation Option (Q7)		Response Rationale (Q8)		Any additional comment (Q9)
	RWY 08	RWY 26	RWY 08	RWY 26	
Organisation	Support Sub-Option 3D	Support Sub-Option 3D	<p>We understand the need to replace the existing ILS system now and support the use of a RNP approach but would like to use the opportunity of this change to reduce the aircraft noise in the area and to provide some energy savings. Our suggestions of areas where this could be done are given in the comments section below. We feel that the CAA, like us, should take their part in supporting measures which contribute to the objective of the UK becoming carbon neutral since it is only by everyone doing what they can, that this can be achieved.</p>	<p>We understand the logic of introducing a RNP approach for runway 26 at the same time as RNP replacing the ILS for runway 08, and support the proposed RNP approach but would like to use the opportunity of this change to reduce the aircraft noise in the area and to provide some energy savings. We note from figure 4 that Brockenhurst parish is by far the most affected by air traffic density with present and intended routeings, combined with the greater use of runway 26. We also note that PBN approaches will become the main type of approach in the relatively near term, between 2024 and 2030, and so, in effect, this is consulting on the main approach routeing and profile to be used into the airport and over Brockenhurst for the future. Accordingly, the proposals for RNP approaches to 26 should be considered much more seriously than as an occasional alternative to the present ILS as their impact will be very significant. Our suggestions of areas where improvements to current proposals could be made are given in the comments section below. We feel that the CAA, like us, should take their part in supporting measures which contribute to the objective of the UK becoming carbon neutral</p>	<p>We support the proposal to install RNP satellite-based aircraft approach equipment to the two runways 08 and 26. In itself this does not have to change the path of approaching aircraft and there could be little improvement in the disturbance to forest animals or residents. However, the RNP installation can be used to provide approaches which give less disturbance to the tranquillity of the New Forest and some fuel saving. This would be beneficial to residents, ponies and wildlife, as well as cost-saving to the operating companies and a reduction in pollution. ██████████ ████████ re being pressed to encourage any measures which can contribute to the New Forest National Park Authority Policy of tranquillity in the forest and the National objective to become carbon neutral, as well as to reduce pollution.</p> <p>The most straightforward change which Bournemouth airport could carry out is to increase the angle of approach from 3 degrees to say 3.2 or 3.3 degrees. This increases the height over the ground at any given distance for approaching aircraft and, even more importantly, reduces engine thrust needed on the approach. As well as reducing the noise footprint of approaching aircraft over areas of the New Forest, it also allows some fuel saving. It could be even more beneficial for the Forest if the approach angle change is combined with a planned continuous descent from an earlier stage of the arrival. Such changes have been proven elsewhere and are now used in a number of UK and non-UK airports. When we raised these points during the consultancy phase the airport said that they would not wish to offer an increased approach angle because they would still have to cater for the present approach angle.</p> <p>They suggested this would involve the expense of two sets of landing lights and be confusing for trainee pilots. We understand that other airports offering an increased approach angle do not install two sets of lights, and simply brief the difference in what will be seen depending on the approach used, as well as approach guidance lighting frequently displaying differently for different sizes of aircraft, a fact which they are trained to cover. It seems to us that new pilots should be trained to be capable of using the single lighting system which is used despite different approach angles. It should also be noted that our suggestion is that the default approach to be used would be a marginally steeper approach, and so any approach lighting guidance could simply align with this rather than the 3 degree ILS. This would seem essential in the medium term in any event, as the documentation suggests PBN approaches will become the norm between 2024 and 2030, rather than the ILS. The</p>

Individual or Organisation (Q1)	Consultation Option (Q7)		Response Rationale (Q8)		Any additional comment (Q9)
	RWY 08	RWY 26	RWY 08	RWY 26	
				<p>since it is only by everyone doing what they can, that this can be achieved.</p>	<p>proposal does show some fuel saving by reducing approach lengths in certain circumstances but there is no modelling for different approach angles. We therefore ask the CAA to press Bournemouth airport to examine these approach procedures since it seems they can provide improvements in tranquillity over the New Forest, provide fuel savings and reduce pollution and carbon emissions. We recognise that the scale of the improvement on noise impact for the Forest and fuel consumption is limited but in our effort to support the National objective to become carbon neutral, we have to recognise that much of this has to be done by an accumulation of comparatively small savings. The present experience for residents of Brockenhurst is well demonstrated by Figure 4, showing our parish to be the most affected by air traffic density of any areas surrounding the airport. It clearly demonstrates that this exposure is typically in the form of a joining turn to align with the approach. In this turn, aircraft require a higher level of thrust to maintain a given altitude or descent path than if flying in a straight line. It is noticeable from the experience of Brockenhurst residents that the noisiest and most disturbing flights are those that perform this joining turn in level flight or with only a shallow descent, as the thrust of the engines has to come up significantly to compensate. This need not be the case, and it is imperative that the vertical profile of the RNP approach design ensures aircraft are in a proper descent, of 3 degrees or more, while completing this joining turn and overflying the village. If this requirement is not built in, we can see a 'T bar' approach design actually making the problem worse, but, if incorporated, it could greatly improve matters. We also note that the present 'T bar' design enshrines the point of joining the approach directly over the village (albeit that much radar vectoring also does the same thing). Why not make the joining point either (ideally) closer to the airport, or further out and at higher intercept altitude to improve matters? A 'T bar' at 7.5 miles and 2500 feet, or 15 miles and 4500 feet, even 9 miles and 2700ft would make a big difference to the village. In general we are not clear how one could justify retaining the status quo arrangements in the areas we have highlighted, when improvements are so readily possible at this point.</p> <p>Given that these sorts of measures are being enacted at many commercial airports, they would seem to be entirely appropriate for adoption by training organisations based at Bournemouth if their trainees are to be prepared for the 'real' world. Given the significant impact of an airport on the surrounding population and environment, deciding to adopt such modest changes to improve its impact when the opportunity arises would seem the only reasonable course of action. In summary, when coming to your decision we urge you to take into account: 1) The disproportionate effect currently experienced by Brockenhurst; the likelihood that these RNP approaches will become the long term default approach, even on runway 26; 2) That there is a meaningful opportunity and benefit therefore in a steeper approach path, both in noise, emissions, and fuel saving terms, due to both required aircraft thrust and height over the ground; 3) That there is a rare opportunity to amend the lateral and</p>

Individual or Organisation (Q1)	Consultation Option (Q7)		Response Rationale (Q8)		Any additional comment (Q9)
	RWY 08	RWY 26	RWY 08	RWY 26	
					vertical approach profiles to increase the separation from the village of Brockenhurst and other populated Forest areas by careful siting of any T bar, final approach intercept point, and required minimum continuous descent profile approaching the intercept point.

The Stakeholder supports preferred Sub-Option 3d, with the comments suggesting three potential changes to the design of the RNP approach to runway 26 to reduce noise to the village of Brockenhurst which is situated on the extended centreline close to the Intermediate Fix.

The proposed changes are:

- Increase the vertical path angle to 3.2 or 3.3 degrees;
- Implemented Continuous Descent Approaches;
- Relocate and increase the height of the Intermediate Fix, either closer to (7.5nm/2500') or further away (9nm/2700' or 15nm/4500') from the runway threshold.

These proposals have been analysed by the Bournemouth Consultation Team who agree that the proposed changes are aimed at keeping aircraft higher for longer and acknowledge that the proposals may help to reduce aircraft noise. However, the design of the approach to Bournemouth runway 26 is subject to airspace constraints, that prevent the proposals from being implemented as described in the following paragraphs.

To provide context to the Bournemouth Airport responses to the stakeholder proposals, Figure 1 in Section 1.2 of the Consultation Document details the scope of the Airspace Change, as being limited to the Bournemouth Control Zone (Bournemouth CTR) and the portion of the Solent Control Area (Solent CTA) where control is delegated to Bournemouth Airport through a letter of agreement.

Section 3.4 of the Consultation Document describes the complex airspace structure in the Solent CTA which has to accommodate arrival and departure traffic from Bournemouth and Southampton airports.

Section 1.2 of the Consultation Document also describes a UK national 'future airspace programme' to modernise UK airspace, including the airspace between Southampton and Bournemouth Airports for which both airports have initiated separate Airspace Change Proposals.

4.1 Increased Vertical Path Angle.

To the knowledge of Bournemouth Airport, the only known increase of vertical path angle to mitigate noise has been undertaken by Heathrow Airport as part of a trial with the RNP approach procedures published as a supplement to the Aeronautical Information Publication (Supp. 040/2029).

The trial report prepared on behalf of Heathrow Airport Limited identifies:

The noise analysis and modelling confirms that 3.2° approaches do provide a small noise benefit to local communities. It should be noted that the magnitude of that average benefit is small (c.-0.5dBA) and unlikely to be perceptible on the ground¹.

footnote; ¹ A reduction in the order of 3 dBA is widely considered to be required in order to be 'just perceptible'. See CAP1378 Page 99 and Planning Policy Guidance 24 (Glossary)

It should be noted that the increase in the vertical path angle at Heathrow did not increase the aircraft height at the Final Approach Fix (FAF), but moved the FAF 0.5 nm closer to the runway with the aircraft heights in the Intermediate Approach segment remaining unchanged. The small, but imperceptible reduction in noise would therefore only be measurable during the Final Approach Segment i.e. within 4 nm of the runway. Increasing

the vertical path angle of the Bournemouth 26 RNP approach would therefore not provide a reduction in noise in the vicinity of Brockenhurst.

4.2 Continuous Descent Approaches

A Letter of Agreement delegates control of part of the Solent CTA to Bournemouth Radar. When traffic conditions permit, Air Transport operators routinely fly the existing ILS approach procedures as Continuous Descent Approaches within the delegated airspace, through the advanced functionality within their aircraft Flight Management System. These large aircraft are already reducing their environmental impact and reducing operating costs through fuel, emissions and engine thrust cycling. The use of CDAs is not routinely recorded by the airport, although feedback from an airline pilot based at Bournemouth indicates that Continuous Descents are flown in approximately 90% of approaches.

It should be noted that the promulgated approach has to be designed to international standards that allow any aircraft to fly the approach when a CDA cannot be conducted. For this reason, the RNP Instrument Approach Procedures have been designed with the Initial and Intermediate fixes having heights stated as above 2000' (Indicated on approach charts as 2000).

4.3 Relocate and increase the height of the Intermediate Fix

Aircraft height at the Initial and Intermediate Fixes is constrained by the national airspace configuration and a Letter of Agreement allows for the delegation of part of the Solent CTA to be controlled by Bournemouth Airport, subject to a number of conditions detailed in the LOA.

In Stage 1 of the Airspace Change Process, Bournemouth developed Design Principles that respected the existing airspace structure and the airspace Delegation agreement.

- The Designs shall seamlessly integrate with extant instrument Approach Procedures at Bournemouth.
- The Designs shall support continued use of existing radar vectored arrival procedures provided by Solent Radar.

As detailed above, the Bournemouth approach procedures are heavily constrained by the airspace configuration that prevents the Intermediate Fix extending to the east of its current location. This option was considered in an earlier stage of the airspace change process as option 3a which was discounted due to the airspace constraints and safety issues through reduced proximity to Southampton traffic. It is also noted that such a move of the Intermediate Fix would increase the volume of traffic overflying the village of Brockenhurst.

There are also international criteria concerning the design of instrument approach procedures which including minimum distances between the Intermediate and the Final Approach Fixes to ensure they can be flown by all aircraft in all wind conditions. The RNP approach design to runway 26 is already at the minimum distance to contain the approach procedure within the airspace constraints and relocation to the west is therefore not possible.

4.4 Impact of proposed changes

The suggested changes may have a small positive impact on the noise footprint, however these changes would require substantial airspace design work impacting the Solent CTA

and both Bournemouth and Southampton Airports. This is outside the scope of this airspace change for the Bournemouth RNP Instrument Approach Procedures needed to allow the obsolete ILS serving runway 08 to be decommissioned and impending obligations on the implementation of RNP approach procedures to instrument runway ends. Nevertheless, these suggestions could potentially be considered within the future airspace changes within the FASI - South programme.

5 Modification to the Final Proposal

After careful consideration of the responses to the consultation, Bournemouth Airport is taking forward Sub-Option 3d – Limited T Bar with two Initial Approach Fixes as described in the Consultation Document through the formal ACP submission at Stage 4B in accordance with CAP 1616 with no additional changes to the proposal.

6 Next steps

This report forms output from Step 4A of the CAP1616 process.

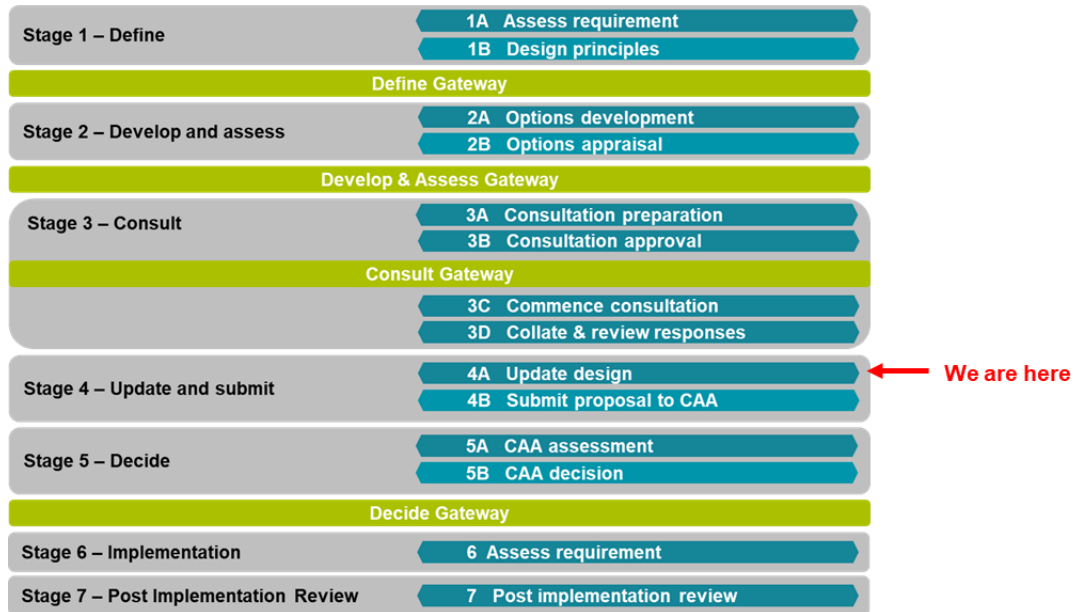


Figure 12: CAP 1616 process

At Step 4B, Bournemouth International Airport prepares and submits the formal airspace change proposal to the CAA. The CAA will review and assess the airspace change proposal and will inform about their decision on Airspace change portal website².

Date	Action
Q4 2020	Submission of Formal Airspace Change Proposal to CAA
Q1 2021	Regulatory decision by CAA
Q2 2021	Implementation of IAPs at Bournemouth Airport (if approved)

Table 2: Bournemouth ACP – next steps

² <https://airspacechange.caa.co.uk/>

A Stakeholders directly invited to participate in the Consultation

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 Organisations	
Natural England	National Trust

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 (Wycombe Air Park)	L3Harris
Blackbushe Aviation	

Adjacent Airports	
Compton Abbas Airport	Southampton Airport
Solent Radar	

B Consultation Feedback Form

Bournemouth Airport RNP Approach Airspace Consultation

This consultation feedback form concerned the airspace change on which Bournemouth Airport was consulting its stakeholders. The change proposed concerned the implementation of new instrument approach procedures to replace procedures which are shortly to be withdrawn due to equipment obsolescence and to provide contingency for other procedures.

The airport proposes to introduce Required Navigation Performance (RNP) Instrument Approach Procedures to runways 08 and 26. The change induced by these procedures will be fully contained within the airspace of Bournemouth Airport – or as agreed under delegation with Southampton Airport – and cover the navigation guidance available to aircraft during the final stages of arriving to Bournemouth.

In accordance with the UK Civil Aviation Authority’s CAP 1616 airspace change process, consultation responses will be published on Citizen Space via the Airspace Change Portal. Responses will be subject to moderation by the Civil Aviation Authority. If you wish your response to be published anonymously your personal details (Name, Address & Position) will be redacted and only be seen by the Civil Aviation Authority.

: YES, I want my response to be published with my details (please fill in below)

: NO, I want my response to be published anonymously

Name:

Representing (self or organisation):

Postcode:

Email:

Country:

Consultation Options – Please tick the option for each Runway which you would like to support

	Runway 08	Runway 26
Do not support either proposal	<input type="checkbox"/>	<input type="checkbox"/>
Support Sub-Option 3c	<input type="checkbox"/>	<input type="checkbox"/>
Support Sub-Option 3d	<input type="checkbox"/>	<input type="checkbox"/>
No preference	<input type="checkbox"/>	<input type="checkbox"/>

Response Rationale: (Please provide any additional comments to allow us to understand why you have responded as above)

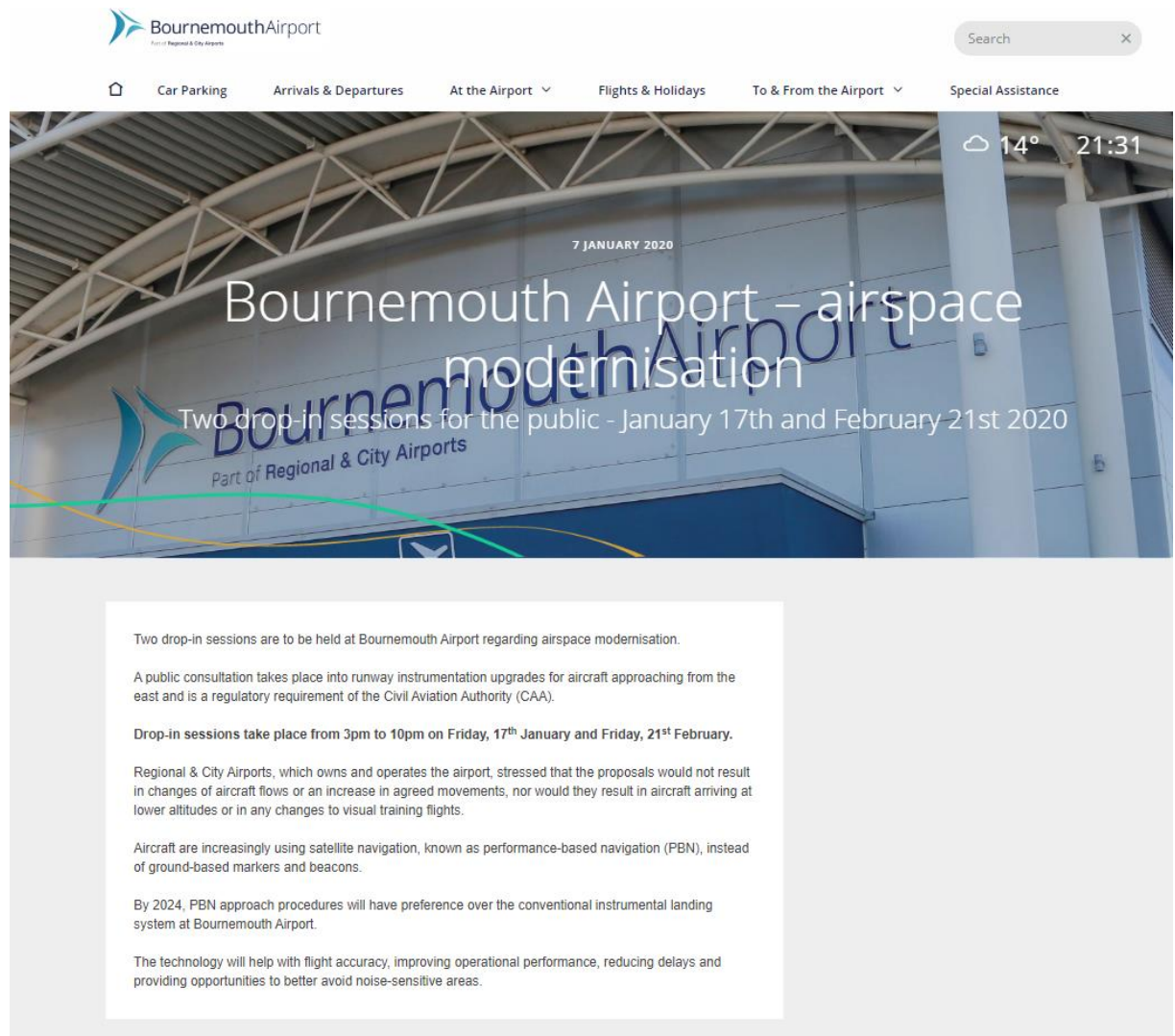
Runway 08	
Runway 26	

Additional Comments: (Please include any comments that you feel should be considered if either option is taken forward for implementation that would have an impact on either your personal or professional activities. Please add additional pages as required if submitting hard copy responses)

C Copy of published articles and weblinks

C.1 Bournemouth Airport Website

Link: <https://www.bournemouthairport.com/7426-2/>



The screenshot shows the Bournemouth Airport website. The header includes the airport logo, a search bar, and navigation links: Home, Car Parking, Arrivals & Departures, At the Airport, Flights & Holidays, To & From the Airport, and Special Assistance. The main content area features a large image of the airport terminal with the text "7 JANUARY 2020" and "Bournemouth Airport – airspace modernisation". Below the image, the text reads: "Two drop-in sessions for the public - January 17th and February 21st 2020".

Two drop-in sessions are to be held at Bournemouth Airport regarding airspace modernisation.

A public consultation takes place into runway instrumentation upgrades for aircraft approaching from the east and is a regulatory requirement of the Civil Aviation Authority (CAA).

Drop-in sessions take place from 3pm to 10pm on Friday, 17th January and Friday, 21st February.

Regional & City Airports, which owns and operates the airport, stressed that the proposals would not result in changes of aircraft flows or an increase in agreed movements, nor would they result in aircraft arriving at lower altitudes or in any changes to visual training flights.

Aircraft are increasingly using satellite navigation, known as performance-based navigation (PBN), instead of ground-based markers and beacons.

By 2024, PBN approach procedures will have preference over the conventional instrumental landing system at Bournemouth Airport.

The technology will help with flight accuracy, improving operational performance, reducing delays and providing opportunities to better avoid noise-sensitive areas.

C.2 Bournemouth Airport Twitter

 **Bournemouth Airport**
@BOHAirport

Public consultation: Two drop-in sessions are to be held at Bournemouth Airport on January 17th and February 21st regarding airspace modernization. Details: bournemouthairport.com/7426-2/



7:58 PM · Jan 7, 2020 · Twitter Web App

2 Retweet 3 like

C.3 Bournemouth Airport LinkedIn

Link: <https://www.linkedin.com/company/bournemouthairport>



CONSULTATION: Bournemouth Airport is running a public consultation on the proposed implementation of new satellite-based Instrument Approach Procedures, which form part of an initiative to modernise the airspace around the airport.

Regional & City Airports, which owns and operates Bournemouth Airport, stresses that the proposals would not result in changes of aircraft flows or an increase in agreed movements, nor would they result in aircraft arriving at lower altitudes or in any changes to visual training flights.

The public consultation is open until 27th March 2020 and is a regulatory requirement of the Civil Aviation Authority. The public is invited to comment online at the CAA Airspace Change Portal: <https://lnkd.in/gizFuVp>.

There is also a drop-in session at the airport on Friday 21st February, 3pm to 10pm, to provide more information about the proposed changes and answer any questions.

#business #airport #airports #flybournemouth #bournemouth #dorset #hampshire #newforest #wiltshire #flights #aviation #southcoast



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C.4 Bournemouth Facebook website

Link: <https://www.facebook.com/bournemouthairport>

Bournemouth Airport
@bournemouthairport

Bournemouth Airport – airspace modernisation
7 January · 🌐

Two drop-in sessions are to be held at Bournemouth Airport regarding airspace modernisation.

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Bournemouth Airport
Part of Regional & City Airports

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C.5 Publication in 4Dorset Magazine February 2020 Viewpoint

Link: <https://www.mags4dorset.co.uk/publication/viewpoint-magazine-february-2020/#.Xt1OVTpKiUk>

Dorset police officers guilty of misconduct

Two Dorset Police Constables - Hannah White and Jamie Woodfine - have been found to have committed gross misconduct.

A panel led by an independent legally qualified chairman determined on 14 January 2020 that both officers had breached professional standards.

PC White has since resigned from the Force and did not attend the hearing. The panel ruled that had she not left of her own accord, she would have been dismissed without notice.

PC Woodfine was dismissed without notice.

In June 2018 the two officers attended an address in Poole to carry out a welfare check on a

woman, following a call from a member of the public who reported an alleged breach of a court order.

When the officers arrived they discovered the woman was at the address with a man who was prevented from contacting her and from being at the address by the conditions of a non-molestation order. The man was liable to be arrested if found in breach of the order.

The officers spoke with the woman and the man, and decided not to arrest, forming the view that there was no risk to the woman.

The police log report following the officers' attendance at the address was updated by PC White with false and inaccurate

information. It recorded that the man was not present at the address.

The officers attended a number of other incidents that evening and towards the end of their shift PC White finalised the log entry, again stating that officers had attended the address and the man was not present.

Following the misconduct hearing, Deputy Chief Constable David Lewis said, "As a force we are committed to the protection and safeguarding of vulnerable people and in this case the officers failed to comply with the Force's domestic abuse investigation policy and procedure and knowingly caused an inaccurate log entry of the incident to be recorded."

Mystery of three sheep deaths

Three sheep have died in the New Forest and local police are looking into the possibility that the deaths may be linked.

Sometime between 5pm on Thursday 16 January and 8am on Friday 17 January a dead sheep was found in the Wittensford Lane area of Cadnam, with a puncture wound to its shoulder.

Between 9.30pm on Thursday 16 January and 8am on Friday 17 January the body of a sheep was found off Penn Common Road, Bramshaw, with puncture wounds to its neck.

The third incident was reported on the morning of Monday 20 January. The body of a sheep was found in the Wittensford Lane area of Cadnam.

Targeted patrols of areas in the New Forest will continue and officers from Hampshire Constabulary's Country Watch team are liaising with partners, including verifiers and affected livestock owners.

Anyone with information on these incidents, or any other incidents, should call police on 101, quoting the reference number 44200013948.

Funeral director welcomes 'Jack's Law'

Nick Douch from Douch Family Funeral Directors, has welcomed the introduction of the so-called 'Jack's Law' that will enshrine two weeks' statutory paid leave for

parents who lose a child.

The law, which will come into effect in April, was introduced after a campaign led by Lucy Herd, whose 23-month-old son Jack drowned in a pond

in 2010.

Her husband was allowed just three days off - one of which was for the funeral.

Now, any parents who lose a child under 18 years old or suffer a stillbirth will have a fortnight's paid leave to grieve.

Nick said, "All employers should already do this - and not just for the loss of children; they should allow paid leave for the loss of anyone close. Of course, in our business we learn and understand exactly how losing someone close deeply affects people.

"Losing a child is horrific and people do need time to deal with everything that follows.



"Our charity of the year is Tyler's Friends, which was set up by Jon Rust from our Wareham branch, Albert Marsh. He and his wife launched it after a friend of theirs lost a son. The charity helps families afford the funeral they want. We supply the stones at cost and assist where we can, so we know how the loss of a child affects people emotionally as well as practically."

Bournemouth Airport Airspace Modernisation; Public Consultation

Bournemouth International Airport is running a public consultation on the proposed implementation of new satellite-based Instrument Approach Procedures, which form part of an initiative to modernise the airspace around the airport. The new procedures, known as RNP GNSS, will replace the obsolete conventional Instrument Landing System on Runway 08 and will improve resilience of Instrument Approaches to Runway 25.

Aircraft are increasingly using satellite navigation, known as performance-based navigation (PBN), instead of ground-based markers and beacons. The technology helps with flight accuracy, improving operational performance and efficiency, reducing delays and providing opportunities to better avoid noise-sensitive areas.

The airport owners, Regional & City Airports, emphasise that the aim of the proposal is not to increase the number of movements. It will not result in changes to aircraft flows, nor result in aircraft arriving at lower altitudes; or in any changes to visual training flights.

The public consultation on the Bournemouth Airport Airspace Change Proposal is open until 27 March 2020 and is a regulatory requirement of the Civil Aviation Authority. People are invited to comment online at the CAA Airspace Change Portal:-

<https://airspacechange.caa.co.uk/PublicProposalArea?piID=79>.

Bournemouth Airport is also organising a drop-in session, at the airport, on Friday 21 February, 3pm to 10pm, to provide people with more information about the proposed changes and answer any questions they might have.

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Includes full size bath in Master bedroom.
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Call Steve to arrange viewing on
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VE Day tickets

If you would like free tickets for West Moors Parish Council's civil service on 8 May at 3.45pm to mark the 75th anniversary of VE Day you should apply as soon as possible. The service will be followed by afternoon tea and music in the Memorial Hall. Call 01202 861044 to find out more or call into the parish office in Park Way, West Moors. This year the early May Bank Holiday has been moved to Friday 8 May to coincide with the 75th anniversary of the formal end of the Second World War.

C.6 Publication in 4Dorset Magazine March 2020

Link: <https://www.mags4dorset.co.uk/publication/4dorset-march-2020/#.Xt1NvTpKiUk>

Charity continues to grow after 30 years

The Cherry Tree Nursery in Northbourne is celebrating its 30th anniversary. The nursery provides a realistic working environment for people with severe and enduring mental illness. One man shares his experiences.

J has been involved in a one-day-a-week work placement for Crazy Daisies, a local gardening and landscaping business. Working alongside owner Lee, J has been immersed in projects such as wall building, pruning, digging out tree stumps and planting wildlife friendly gardens.

"J has approached every task with

enthusiasm and a real eye for detail," says Lee. "He shows a willingness to learn new skills and different techniques building on what he's learned at Cherry Tree Nursery. He takes a genuine pride in the work he has done and is a very hardworking member of the team."

J said, "It's definitely increased my confidence and it's been really good working for different customers. There's a real sense of satisfaction at the end of the day when the client can see the results of our hard work. This opportunity has been a breath of fresh air!"



BCP Council Cabinet Member for Environment and Climate Change, Councillor Felicity Rice has helped to plant two commemorative trees in Central Gardens, Bournemouth to replace damaged trees. A sweetgum and a red oak are part of the council's wider tree planting programme which will see trees planted across Bournemouth, Christchurch and Poole.

Foster carers needed

Local independent agency, Blue Sky Fostering, need more foster carers to place vulnerable children and young people in Dorset.

The agency, rated Outstanding by Ofsted on four consecutive occasions, has a local office in Ringwood.

- Advertisement Feature -

People of any background can become a foster carer; all you need is a spare bedroom. Full training and 24/7 support is provided. You could change the life of a young person for the better.

Please call 0800 035 6499 or visit the website www.blueskyfostering.com.

Top tips for shopping in charity shops

Whether you're looking for clothes, furniture or that must-have gadget, charity shops are the place to go for a bargain. Here are some tips to get the most out of your local charity shop.

Rummage

Don't be afraid to get hands on and rummage for the best bargains, whilst taking care not to damage anything – you never know what you might find!

Try before you buy

It's always sensible to try on clothes before committing to buy. Check the sizing (measurements can vary, especially with vintage items) and get a feel for how

something will look like on you.

See potential

Don't rule something out just because it isn't perfect. You can have clothing altered and up-cycle furniture – a lick of paint can make all the difference.

Give back

Have a clear out to make space for new purchases, and donate back to charity. Many people don't know that you can donate electrical items to charity shops as they are PAT tested before being resold.

Pop in regularly

Charity shops get new stock all the time – visit often so you don't miss a bargain.

Businesses hope for Budget boost

The Chancellor of the Exchequer is being urged to back the Great South West alliance in the Budget – which takes place on 11 March and helps kick-start ambitious plans to create the UK's first clean energy powerhouse.

An alliance of the region's Local Enterprise Partnerships (LEPs), business leaders, local government, universities and colleges have written a joint letter to the chancellor calling for official Government recognition of the Great South West in the Budget and an initial £2 million of investment.

The Great South West alliance is aiming to deliver a £45 billion boost to the region's economy and to create 190,000 new jobs by 2035.

Prama Charity Shops in West Moors are in need of your unwanted furniture and electricals
If you have any items you'd like to kindly donate please call to arrange **free collection**
West Moors 01202 896860
or Ferndown 01202 804884
Charity Number 1174197 pramacare.org.uk [pramacharityshops](https://www.facebook.com/pramacharityshops)

Prama is one of the largest local charities, with hundreds of staff and volunteers!
A Dorset based Christian charity providing home care and community activities for older people, those living with dementia, and people living with an acquired brain injury. The proceeds from your donations support 15 staff and 140 volunteers running 57 weekly or monthly community clubs and activities for older people and a befriending scheme supporting unpaid carers.

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Bournemouth Airport Airspace Modernisation; Public Consultation

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Visit www.mogs4dorset.co.uk for more local news | 13

C.7 Daily Echo News

Link: <https://www.bournemouthecho.co.uk/news/18187636.airport-consultation-ongoing/>

25th January

Bournemouth Airport consults on plans to decommission 'dated instrument landing system'

By Jim Durkin



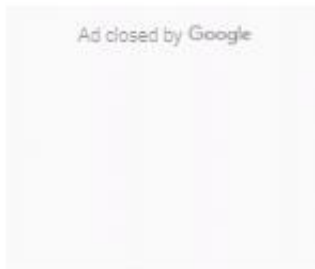
24 comments

BOURNEMOUTH Airport is consulting on proposals to decommission its dated instrument landing system.

This system, known as ILS, has been in operation for 30 years and works by sending radio waves to guide approaching aircraft onto the runway.

Latest proposals are to use satellite navigation **technology**, which will not require navigation equipment to be installed at the airport.

According to consultation documents submitted on behalf of the airport, the changes will not have "any significant positive or negative impact."



Bournemouth Airport managing director Stephen Gill, speaking in the forward of the consultation, said: "At Bournemouth International Airport we are very proud of our relationship with the local community and stakeholders and we are committed to being a responsible neighbour."

He added: "The ILS serving Runway 08 has been in operation for over

30 years, an incredible lifetime for a complex electronic system, but the equipment has been increasingly difficult to maintain and has now reached the end of its economic life."

The airport has one runway, with the designations 08 and 26.

Airport bosses say they don't expect any significant change to daytime operations, and that 95 per cent of arrivals will "maintain the current arrival approach tracks."

The consultation document states: "The aerodrome carefully assessed the proposed change and its positive and negative impact to all stakeholders and does not believe there will be any significant positive or negative impact as a result of the proposal."

According to the document the ILS serving the airport was installed second hand in 1984/85 and the equipment and maintenance support are now "beyond the end of the system's technical and economic life."

The paper also confirmed: "Bournemouth Airport is well equipped, and able, to accommodate all types of aircraft and helicopters from single-engined light aircraft used for initial pilot training, up to large air transport such as a Boeing 747 or Airbus A380."



A consultation drop-in session is scheduled for Bournemouth Airport, between 3-10pm, on February 21.

The consultation continues until March 27.

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- Firefighters from five towns tackle blaze which destroyed a

C.8 British Gliding Association Website

Link: <https://members.gliding.co.uk/2019/12/20/bournemouth-airport-acp-step-3-options-consultation/>

The screenshot shows the British Gliding Association website. At the top is a dark blue navigation bar with the BGA logo and links for 'ABOUT GLIDING', 'TRY GLIDING', 'MEMBER AREA', and 'ABOUT US'. Below this is a lighter blue bar with social media icons and a menu of links: 'CLUB FINDER', 'SAILPLANE & GLIDING', 'JUNIOR GLIDING', 'SHOP', 'GALLERY', 'CONTACT', 'BRITISH GLIDING TEAM', and 'E-SERVICES LOGIN'. The main content area has a search bar and a 'SIGN UP TO OUR NEWSLETTER' button. A left sidebar contains a list of links: 'COVID19 - support, exemptions and restarting gliding information', 'Quick Access Links', 'Home - Members Area', '2020 Online Learning', 'Airspace', 'Airworthiness and Maintenance', 'Child Protection', 'Club Development and Resources', 'Cross Country and Soaring', 'Competitions & Awards', 'Courses, Seminars and Events online booking', 'Courses, Seminars and Conferences', 'E-services', and 'Environment'. The main article is titled 'Bournemouth Airport ACP – Stage 3 ‘Options’ Consultation' and is dated '20th December 2019'. The text states: 'Bournemouth airport is consulting on design options as stage 3 in the CAP1616 ACP process. Read more here.' There are 'SHARE' and 'TWEET' buttons below the text. On the right, a 'LATEST AIRSPACE NEWS' section lists three items: '5/6/2020 Avoiding infringements', '4/6/2020 Towing Transponder Code', and '21/5/2020 COVID19 airspace temporary classification changes'. At the bottom of the article area are navigation links: '< Previous', 'All Airspace News', and 'Next >'.