

Bournemouth Airport Airspace Change Proposal

10

Responses

22:53

Average time to complete

Closed

Status

1. Please enter your name

 Insights

10

Responses

Latest Responses

2. What organisation do you represent?

 Insights

10

Responses

Latest Responses

"National Trust"

"Draken Europe"

"European Cargo"

3. Please provide an email for future correspondence

 Insights

10

Responses

Latest Responses

4. It is possible that, during the options development phase, flightpaths may be identified that have a lower potential environmental impact and greater efficiency. These flightpaths may of course impact new people currently not overflowed routinely. **Would you prefer that any future Bournemouth flight procedures be designed to deliver the best possible routes in terms of noise, emissions and operational efficiency, or is the avoidance of impacting new communities of greater importance?** If 'Other' expand your answer.

<div></div> Avoid affecting new people	0
<div></div> Seek options that reduce envir...	5
<div></div> Don't know	1
<div></div> Other	4



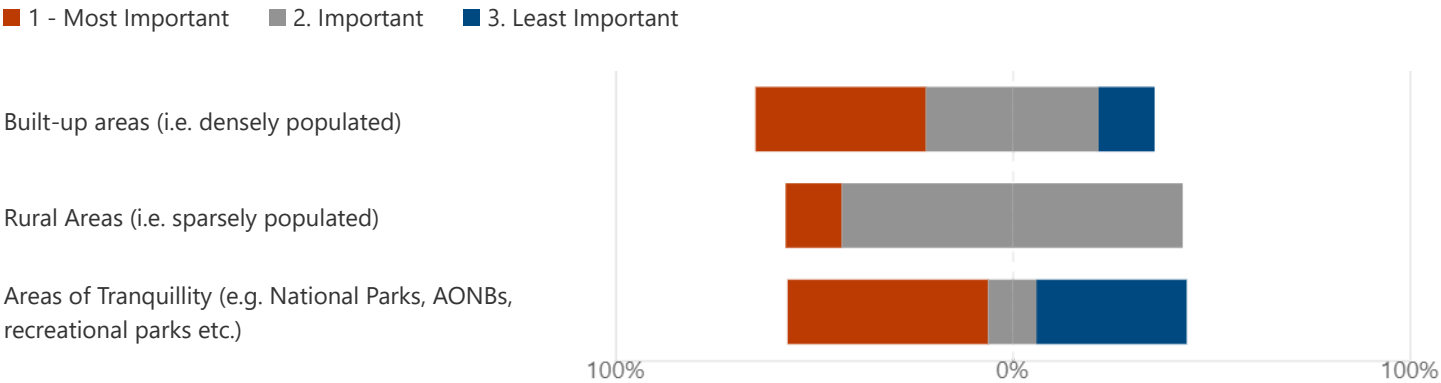
5. It may be possible to concentrate or merge flightpaths in such a way that the environmental impact is always concentrated in certain areas (perhaps because the route is more efficient or affects less people). Conversely, it may be possible to design a system that disperses the environmental impact. Dispersion would affect more people but less often. **Would you prefer to see a system off light paths that concentrates the impact or disperses it?** If 'Other' expand your answer.

<div></div> Concentrate	2
<div></div> Disperse	3
<div></div> Don't know	1
<div></div> Other	4



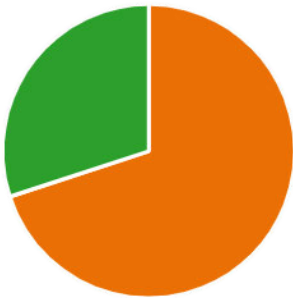
6. It may be possible to avoid certain areas.
In order of preference (1) being of greatest most importance and (3) being of least importance.

Please advise which of the following you would like us to protect from the impact of aviation noise and emissions.



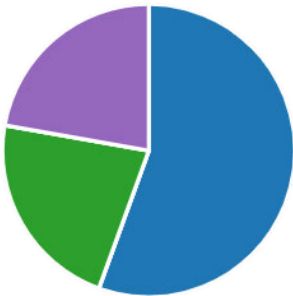
7. Are there any specific areas or noise sensitive buildings you would like us to be made aware of where overflight should be avoided if possible?

Yes	0
No	7
Other	3



8. Some airports have sought opportunities to build into the system known periods of relief from the adverse effects of aviation noise. These known or scheduled periods are known as ‘Respite’ periods during which times aircraft are channelled onto ‘Respite’ routes relieving the burden on certain communities. It must be stressed that airspace constraints sometimes limit the art of the possible, however it is something that could be investigated. **Given the option, would you like to see a system developed that had periods of known respite built-in?**

Yes	5
No	0
Don't know	2
Don't mind	0
Other	2



9. To what extent do you agree with each of the draft DPs? Please provide comment as to how you would prefer the Design Principle in question reworded or why you would like to see it removed altogether.

Strongly agree Agree Neutral Disagree Strongly disagree

Importance of Safety – The airspace design and its operation must be as safe or safer than today

Overflight – The new procedures should not increase the number of people overflown by aircraft using th...

Noise Footprint – The new procedures should not increase the noise footprint of the existing airport...

Tranquillity – Implementation should minimise disturbance to the Moors River System SSSI and,...

Emissions and Air Quality – The new design should seek to minimise the growth in aircraft emissions, th...

Operational Requirements – The new procedures should address the needs of most operators at...

Airspace Dimensions – The airspace design should afford the appropriate volume of controlled airspace...

Airspace Availability – Sufficient controlled airspace should be available to support Bournemouth Airport...

Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in...

Compliance – The design shall be fully compliant with the design criteria stated in ICAO Doc 8168 (PANS...

Aircraft Category – The new procedures shall be technically flyable by all aircraft types in approach...

Equipage and Approval – The new procedures shall be flyable by the majority of Bournemouth...

Arrival Transitions – The arrival transition designs shall seamlessly integrate with the new RNP...

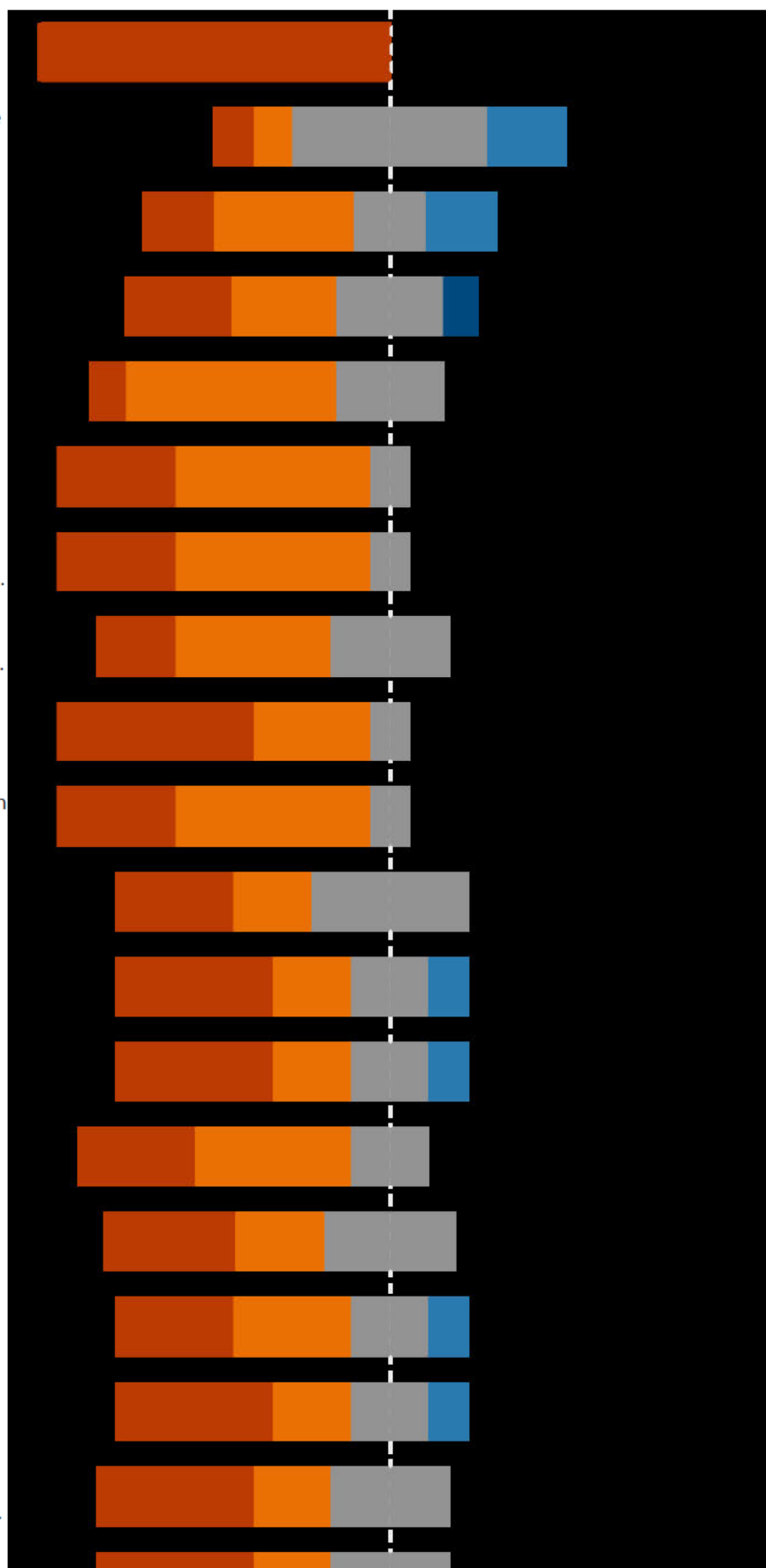
Departure Procedures – The Standard Instrument Departures (SIDs) shall terminate at the agreed...

Coordination – The new procedures result in a reduction in the amount of tactical coordination...

Independence – The new procedures and airspace configuration should enable Bournemouth Airport t...

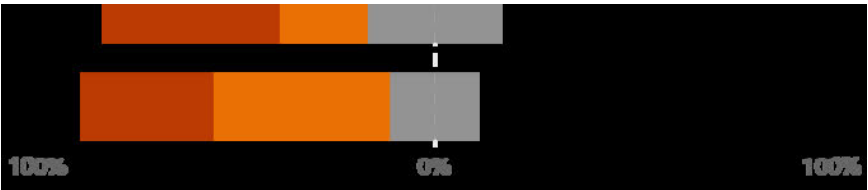
Cost of Change – The new procedures shall be implemented in a cost-effective manner

Operational Cost – Provided it does not have an adverse impact of community disturbance, procedur...



AMS Realisation – This ACP must serve to further,

PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementati...



10. Have we missed anything that should be incorporated as a Design Principle?

- Yes

0
- No

5
- Not sure

1
- Other

3

💡 Insights

