

Bournemouth Airport FASI(S) Airspace Change Proposal

Design Principles Survey

- Q1) 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 overflown 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?** Available answers:
 - Avoid affecting new people; or
 - **Seek options that reduce environmental impact and have greater efficiency;** or
 - Don't know; and
 - Optional open text field to provide amplification on your answer.
- Q2) 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 of flight paths that concentrates the impact or disperses it?** Available answers:
 - **Concentrate;** or
 - Disperse; or
 - Don't know; and
 - Optional open text field to provide amplification on your answer.
- Q3) 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.** Available answers:
 - **Built-up areas (i.e. densely populated);**
 - **Rural Areas (i.e. sparsely populated);**
 - **Areas of Tranquility (e.g. National Parks, AONBs, recreational parks etc.)**
 - Optional open text field to provide amplification on your answer.
- Q4) **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?** Available answers:
 - Yes (Please expand on answer); or
 - **No;** and
 - Optional open text field to provide amplification on your answer.

- Q5) 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?** Available answers:
 - **Yes;** or
 - No; or
 - Don't mind; or
 - Don't know; and
 - Optional open text field to provide amplification on your answer.

- Q6-Q25) **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.** Available answers:
 - **Strongly agree;** or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q6) **DP1 – Importance of Safety** – The airspace design and its operation must be as safe or safer than today.
 - **Strongly agree;** or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q7) **DP2 – Overflight** – The new procedures should not increase the number of people overflown by aircraft using the Airport.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - **Disagree;** or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q8) **DP3 – Noise Footprint** – The new procedures should not increase the noise footprint of the existing airport operation, i.e. it should not increase the number of people affected within the 51dBA L_{Aeq} 16 hour contour.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q9) **DP4 – Tranquillity** – Implementation should minimise disturbance to the Moors River System SSSI and, where possible, minimise the impact upon the New Forest National Park and the nearby Areas of Outstanding National Beauty (AONB).
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q10) **DP5 – Emissions and Air Quality** – The new design should seek to minimise the growth in aircraft emissions, the further degradation in local air quality and adverse ecological impacts to address growing concerns about the impact of aviation on climate change.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q11) **DP6 – Operational Requirements** – The new procedures should address the needs of most operators at Bournemouth Airport.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q12) **DP7 – Airspace Dimensions** – The airspace design should afford the appropriate volume of controlled airspace to contain and support commercial air transport for both runways, enable safe, efficient access for other types of operation and release controlled airspace that is not required.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q13) **DP8 – Airspace Availability** – Sufficient controlled airspace should be available to support Bournemouth Airport operations independently.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q14) **DP9 – Airspace Complexity** – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q15) **DP10 – Compliance** – The design shall be fully compliant with the design criteria stated in ICAO Doc 8168 (PANS OPS), acceptable to the CAA and, the implementation shall follow all applicable legislation and regulations.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q16) **DP11 – Aircraft Category** – The new procedures shall be technically flyable by all aircraft types in approach Speed Categories A through D.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q17) **DP12 – Equipage and Approval** – The new procedures shall be flyable by the majority of Bournemouth commercial aircraft operators.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q18) **DP13 – Arrival Transitions** – The arrival transition designs shall seamlessly integrate with the new RNP instrument approach procedures at Bournemouth Airport and if possible, the existing ILS approach procedures.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q19) **DP14 – Departure Procedures** – The Standard Instrument Departures (SIDs) shall terminate at the agreed 'Gateways' into the route network and are deconflicted from the arrival transitions.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q20) **DP15 – Coordination** – The new procedures result in a reduction in the amount of tactical coordination required by ATCOs.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q21) **DP16 – Independence** – The new procedures and airspace configuration should enable Bournemouth Airport to operate independently of Southampton Radar.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q22) **DP17 – Cost of Change** – The new procedures shall be implemented in a cost-effective manner.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q23) **DP18 – Operational Cost** – Provided it does not have an adverse impact of community disturbance, procedures should be designed to optimise fuel efficiency.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q24) **DP19 – AMS Realisation** – This ACP must serve to further, and not conflict with, the realisation of the AMS.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q25) **DP20 – PBN** – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.
 - Strongly agree; or
 - Agree; or
 - Neither agree nor disagree; or
 - Disagree; or
 - Strongly disagree;
 - Optional open text field to provide amplification on your answer.

- Q26) **Have we missed anything that should be incorporated as a Design Principle?**
Available answers:
 - Yes (please provide amplification); or
 - No, I'm content you've captured everything; or
 - Not sure; and
 - Optional open text field to provide amplification on your answer.