

Bournemouth Airport FASI(S) ACP Stage 1 Stakeholder Engagement

Survey on Design Principles for developing the solution to the Bournemouth Airport airspace change as required under the Airspace Modernisation Strategy (AMS).

* Required

* This form will record your name, please fill your name.

1. Please enter your name *

2. What organisation do you represent? *

3. Please provide an email for future correspondence *

4. **During the initial rounds of Stakeholder engagement a question was asked surrounding Respite (copied below).**

"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?"

The results of this showed that 67% of respondents were in favour and this feedback has now been incorporated into DP3 - Noise Footprint.

Do you agree that respite still remains a valid consideration for this ACP? Please provide any additional comments in the free text 'other' field. *

☐ Yes

☐ No

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5. **Design Principle 1 - Importance of Safety - The airspace design and its operation must maintain or where possible, enhance current levels of safety.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

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☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

6. **Design Principle 2 - Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

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☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

7. **Design Principle 3 - Noise Footprint - The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

*

☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

8. **Design Principle 4 - Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

*

☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

9. **Design Principle 5 - Emissions and Air Quality - The proposed design should minimise CO2 emissions per flight.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

*

☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

10. **Design Principle 6 - Airspace Dimensions - The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

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☐ Yes - I agree with this Design Principle.

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11. **Design Principle 7 - 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.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

*

☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

12. **Design Principle 8 - Technical Requirements- The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

*

☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

13. **Design Principle 9 - Systemisation-**

- **The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network, as per the FASl(S) programme, and in the case of the arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.**

- **To streamline the interaction and co-ordination with Southampton Airport, routes to/from Bournemouth and Southampton Airports must be procedurally deconflicted in coordination with NATS.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

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☐ Yes - I agree with this Design Principle.

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14. **Design Principle 10 - Independence - The new procedures and airspace configuration should enable Bournemouth Airport to operate independently of Southampton Radar.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

*

☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

15. **Design Principle 11 - Operational Cost - Provided it does not have an adverse impact of community disturbance, procedures should be designed to optimise fuel efficiency.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

*

☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

16. **Design Principle 12 - AMS Realisation - This ACP must serve to further, and not conflict with, the realisation of the AMS.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no'- please provide explanatory comments in the free text 'other' field.

*

☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

17. **Design Principle 13 - PBN - The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.**

Do you agree with this DP and its importance to be specified for this ACP?

If 'no' - please provide explanatory comments in the free text 'other' field.

*

☐ Yes - I agree with this Design Principle.

☐ No - I have given my feedback in the free text 'other' field below.

18. **Do you have any additional comments/feedback?** Please provide them below. *

☐ Yes

☐ No - I have given my feedback in the free text 'other' field below.

☐ Other

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