ID	Start time	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 rel...	Design Principle 1 - 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 ...	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 specifie...	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 Actio...	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 ...	Design Principle 5 - Emissions and Air Quality - The proposed design should minimise CO_2 emissions per flight. Do you agree with this DP and its importance to be specified for this ACP? If 'no'-...	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 com...	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 in...	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. ...	Design Principle 9 - Systemisation- The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network, as per the FASI(S) programme, and in t...	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 an...	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...	Design Principle 12 - AMS Realisation - This ACP must 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 prov...	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...	Do you have any additional comments/feedback? Please provide them below.
1	8/3/22 9:03:11	Yes ;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	No - I have given my feedback in the free text 'other' field below.;
2	8/3/22 11:53:32	Don't know/mind;	Yes - I agree with this Design Principle.;	MOD has no comments;	MOD has no comments;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	No;
3	8/4/22 8:40:58	Yes ;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	No;
4	8/11/22 8:38:05	Don't know/mind;NERL has no preference as this would be below 7000ft;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;Additional comment: As above, this would be below 7000ft, routes will however need to connect to the network;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	No - I have given my feedback in the free text 'other' field below.;Complexity and infringements appear to be two separate things. Whilst the airspace can be simplified (complexity), NERL contend that airspace design per se does not 'cause' airspace infringements.;	Yes - I agree with this Design Principle.;	No - I have given my feedback in the free text 'other' field below.;In bullet pt 2 NERL considers that the term 'Must' may limit possible options and would favour changing this to 'Should'.;	Yes - I agree with this Design Principle.;	No - I have given my feedback in the free text 'other' field below.;NERL does not, as written, agree with this wording. Is the intent of this DP to be time specific i.e. when Solent radar is closed? NERL would like more information.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;Additional comment: NERL agrees with the DP however would recommend using the definition/wording provided by the CAA;	No;
5	8/16/22 10:54:40	Yes ;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	No - I have given my feedback in the free text 'other' field below.;The principle (wording) suggests a movement or pax cap which as the airport continues to develop isn't possible;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	No;
6	8/22/22 14:29:46	Yes ;Providing respite periods do not require increased controlled airspace volume;	Yes - I agree with this Design Principle.;	No - I have given my feedback in the free text 'other' field below.;This may be inevitable if respite periods are to be incorporated;	Yes - I agree with this Design Principle.;Providing this does not require increased controlled airspace volume;	Yes - I agree with this Design Principle.;Providing this does not require increased controlled airspace volume;	No - I have given my feedback in the free text 'other' field below.;Providing this does not require increased controlled airspace volume;	No - I have given my feedback in the free text 'other' field below.;The designs should not increase the existing CAS volume;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;Providing this does not require increased controlled airspace volume;	No - I have given my feedback in the free text 'other' field below.;FASI-S should require coordination between airprots.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I have given my feedback in the free text 'other' field below.;Survey should enable separate engagement responses by email, independent of this survey.See the BMAA general Design Principles document sent separately.;
7	8/23/22 14:17:10	Difficult to answer. 67% of how many respondents is probably relevant.;	Yes - I agree with this Design Principle.;Its not clear why if possible current levels of safety should be enhanced. Surely if the current operation is tolerably safe, that is an ongoing requirement.;	No comment.;	No comment.;	No comment.;	Yes - I agree with this Design Principle.;	No - I have given my feedback in the free text 'other' field below.;This would be appropriate if it also applies to all airspace users OUTSIDE any proposed controlled airspace.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	No - I have given my feedback in the free text 'other' field below.;Is bullet 2 relevant to this ACP?;	No - I have given my feedback in the free text 'other' field below.;If other DPs can be achieved without this independent approach, then it isn't a priority.;	No - I have given my feedback in the free text 'other' field below.;Adverse impact on other airspace users is relevant here too.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I have given my feedback in the free text 'other' field below.;This ACP, along with similar ACPs under FASI south, have potential significant impacts on other airspace stakeholders. We would urge the sponsor to engage meaningfully with those stakeholders throughout the process. This should not be a box ticking exercise.;
8	8/28/22 7:53:08	Yes ;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	No - I have given my feedback in the free text 'other' field below.;Because the alternative is to send aircraft over residential areas to the detriment of the health of residents.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	Yes - I agree with this Design Principle.;	No;