



Southampton Airport FASI-S Airspace Change Proposal

Stage 2A
Appendix D

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**Southampton Airport
Airspace Change Proposal
Appendix D – Stakeholder Feedback**

Executive Summary

This document details the feedback that Southampton Airport received from Stakeholders during the formal feedback period following the stakeholder briefing sessions. Comments made during the briefing sessions were also taken into account and can be found in the engagement report. Full details of the communications, including communication content, can be found in Appendix C. Feedback not submitted by the form, but by email or provision of a document, has been summarised at the end of this Appendix.

For a timeline of key engagement activity, please see the engagement report.

Table 1: All stakeholder feedback received after the briefing sessions, including email feedback which is outlined in the 'Do you have any other comments or feedback' column

Organisation	Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options? Please explain your answer	Are there any further considerations that relate to the Design Principles which we have not taken into account? Please explain your answer	Please can you provide feedback on how the various additional sections of Controlled Airspace would affect your operations for each option.	Please can you also advise of any amendments/suggestions/recommendations you may have on the existing volume of Controlled Airspace which would most benefit your operation.	Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?	Do you have any other comments or feedback?
Eastleigh Borough Council	Yes	No	n/a	n/a	Worked well: More detailed maps of Eastleigh Borough were provided on request.	While the design principles have been taken into account in devising 4 options, we are yet to give a view on the balance of those design principles and the optimum outcome for Eastleigh residents. It may be necessary in arriving at the best outcome for further options to be devised, as indicated in the presentations. The main issues of concern for Eastleigh Borough Council beyond safety are noise (volume, type, frequency, intensity, duration), climate change and air pollution. We expect the Airport to fulfil its obligations as set out in the s106 agreement in relation to the runway extension; the Council will only consider variations to that agreement that would see improvements for Eastleigh borough (e.g. noise impacts and quality of life for residents).
Natural England	Yes	<p>Yes</p> <p>We note that under DP8 the South Downs National Park and New Forest National Park have been taken into consideration during the design process of the routes due to concerns about noise and visual impacts. We also recommend that any nationally and internationally designated sites falling within areas of high aircraft activity, associated with the approach areas, are considered due to noise impacts on wildlife and bird strikes.</p> <p>The proposed route options cover a large area and could have potential significant effects on the following internationally designated sites:</p> <ul style="list-style-type: none"> • Solent and Southampton Water Special Protection Area (SPA) and Ramsar • Solent Maritime Special Area of Conservation (SAC) • New Forest SPA, SAC and Ramsar • River Itchen SAC 				

- Solent and Dorset Coast SPA

- Emmer Bog SAC

In consideration of the four route options, you will need to determine if these operations could have a negative effect on the designated sites over and above the current usage at Southampton Airport. In order to determine whether the proposed routes will have a Likely Significant Effect on the integrity of designated sites, a review of the qualifying features of each designated sites could be undertaken as part of a Habitat Regulations Assessment.

The proposed routes should also consider impacts on birds within SPA supporting habitat. The change in location of aircraft may increase the chance of bird strikes causing a direct impact on individual birds and potentially on the populations as a whole. Appropriate avoidance or mitigation measures may be required.

The Solent Wader and Brent Goose Strategy identifies a network of non-designated terrestrial wader and brent goose sites that support the Solent and Southampton Water SPA, Portsmouth Harbour SPA, and Chichester and Langstone Harbours SPA (commonly referred to as the 'Solent SPAs') and aims to protect it from land take and recreational pressure associated with new development. These sites can be referred to as 'SPA functionally linked land' or 'SPA supporting habitat'. The terrestrial wader and brent goose sites are located on land that falls outside of the Solent SPAs boundaries. However, as this land is frequently used by SPA species (including qualifying features and assemblage species), it supports the functionality and integrity of the designated sites for these features. This land will contribute to the achievement of the SPAs' conservation objectives and is therefore protected in this context. This land supports the ecological network by providing alternative roosting and foraging sites.

		We note that DP6 proposes to minimise the degradation in air quality and adverse ecological impacts. The proposals should consider impacts to air quality and associated water quality, particularly where this impacts designated sites. Consideration should be taken as to whether the changes to aircraft traffic will result in additional emissions, and whether these are likely to have a significant effect on designated sites, either alone or in-combination with other plans and projects.				
MP [REDACTED]	BLANK ENTRY	BLANK ENTRY	BLANK ENTRY	BLANK ENTRY	BLANK ENTRY	BLANK ENTRY
Lasham Gliding Society and the British Gliding Association.	No Full response has been sent to the Southampton airspace email.	Yes Full response has been sent to the Southampton airspace email.	Full response has been sent to the Southampton airspace email.	Full response has been sent to the Southampton airspace email.	Online presentations worked well and got across then relevant information	
Twyford Parish Council *See end of this Appendix for letter	No See letter sent to [REDACTED] of the 8th August 2022	No	See letter sent to [REDACTED] of the 8th August 2022	See letter sent to [REDACTED] of the 8th August 2022	See letter sent to [REDACTED] of the 8th August 2022	
Cyrrus/Bournemouth Airport	Yes	No				
Gatwick Airport Limited	Yes	No				
MOD	Yes	No	Options 3&4 have the potential to affect MOD (SUAS/ BUAS/ AFG) operations as they could lead to less Class G airspace being available to the south of Middle Wallop; the routine areas used due to the danger area restrictions. This would push AFG aircraft further west into the area south of Salisbury where SUAS aircraft routinely operate (to alleviate the burden on our other areas of operation to the west of Boscombe Down), and where there is already a reasonably large GA presence along with the Parachute Dropping aircraft from Old Sarum.		Communication has been timely and clear. Being able to access the resources on your website was very helpful when both collating feedback from across MOD (where not everyone had been able to attend the session) and to me for reference when completing this feedback form.	Please can MOD be included in any future GA/other airspace user briefing sessions as our main interest and feedback will be based around the impacts of CAS required for containment.

			<p>Were the Solent CTA 4 (Class D from 2500 ft to 5500 ft) to be extended west to mirror the boundary of Portsmouth CTA 13 (Class A from FL65 to FL115), this would have lesser impact as Tutor aircraft are usually around FL65 conducting GH, and would avoid that area laterally. Difficulty would be encountered if the boundary of Solent CTA 4 were moved further west than the current Portsmouth CTA 13 boundary.</p> <p>In addition, Options 3&4 may reduce the lower level of the controlled airspace between Bournemouth and Southampton CTRs from 2000 ft to 1500 ft. Although this does not directly affect SUAS/ BUAS (with no routine ops over The New Forest), it does increase the risk for GA and there may be a knock-on effect if more GA are forced closer to Bournemouth CTR to transit this area at 2000 ft. If the lateral limits of the CTA expand to the West, additional transit time might be incurred in order to operate in more distant Class G airspace.</p> <p>Additionally any constriction in training airspace due to increasing CAS will increase traffic density and therefore concentrate aircraft noise over a smaller area. Consequently this will increase the number of noise complaints from residents already motivated to have formed complainant groups in this already congested</p>			
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			<p>area.</p> <p>In sum, any additional controlled airspace, in the vicinity of current operations, is likely to increase the risks associated with Tutor operations. Such changes increase the possibility of LoSS/ MAC, due to congestion, and increase the risk of inadvertent penetration into CAS.</p>			
Bath, Wilts and North Dorset Gliding Club	Yes	<p>Yes</p> <p>The default category of airspace is Class G. The desire of any commercial organisation is to have maximum control over its operations. These two points are in conflict and DP5 makes it clear where SOU's priorities are, in that it prioritises its own operations whilst acknowledging the need to integrate GA traffic. The presentation given demonstrates SOU's view that more controlled airspace is needed. This is not the position of GA of course. As the default classification is Class G SOU should be leaving no stone unturned to reduce CAS. This is not evident so far.</p>	<p>Our pilots fly cross country glider flights which require us to pass immediately to the north of the Southampton CTA at heights up to 7000ft, the higher the better for safety reasons. This also requires passage between Middle Wallop's MATZ and the Solent CTA in the pinch point just to the north of Romsey. Any option that reduces the height available currently in this region would be exceedingly unwelcome and damaging to our operations. Our hope would be for a reduction in CAS in these areas.</p> <p>It should be clear to your planners that the vast majority of glider pilots do not wish to fly in CAS, and any increase in the requirement to do so for access to specified areas is most unwelcome. Transponders are not commonly fitted in gliders and will not be for many years to come.</p> <p>Our expectation is that the FASI(S) plans and the use of modern flight profiles and instrumentation should permit commercial traffic to</p>	<p>No benefits appear to arise to us from the current outline proposals. Given the reduced movements from SOU following the demise of Flybe we question the need for the controlled airspace as it stands.</p>	<p>The approach taken by Southampton Airport is one of the better and more open ones in my experience. The presentations given and the scale of interaction have been good to date. There remains the ever present risk of SOU pressing its own solutions without a comprehensive understanding of the impact of any airspace changes on GA, and of it feeling the need to press on regardless to suit its commercial aims. This is not unusual but the matter requires constant vigilance if it to be managed fairly and sensible.</p>	<p>As a member club of The British Gliding Association we fully support the BGA response to this consultation. Our Club is one of the larger ones in the central South West, with 120+ members operating from its base at The Park near Warminster in Wiltshire. Our members regularly fly cross country flights to our east, navigating as best we can between the significant volumes of airspace. We consider ourselves to be moderate users of the airspace to the west and north of Southampton Airport. We suffer significant restrictions to our South and East because of the Solent airspace and the Southampton Airspace.</p>

			operate higher and closer to the target airport. It is difficult to understand why more low level airspace needs to be incorporated into the plans for SOU. Saving some fuel on some flights is not a good reason for damaging the rights and freedoms of GA to operate in the lower height bands.			
Vantage Aviation (at Thruxton)	<p>No Design Principles</p> <p>We have a number of concerns that you have NOT fully taken into account the Design Principles when developing your comprehensive list of route options.</p> <p>Our main concerns are the likely changes required to lower the base of controlled airspace of CTA2 to 1,500'; CTA3 +5 to 1,500' and to extend the CTR South Westerly towards Bournemouth. Our concerns apply to all four options. We consider these likely changes are not in line with Design Principles DP1; DP3; DP5; DP13 and DP15.</p> <p>DP1. General Aviation users will NOT be as safe as they are today.</p> <p>GA traffic routing beneath CTA2 eg Stoney Cross – Beaulieu – Cowes etc will need to fly no higher than 1,300' QNH (vide 1,800' today) to avoid infringement. The minimum safe altitude for this transit VFR is also approximately 1,300' allowing for unmarked obstructions. GA traffic flying opposite directions and maintaining accurate tracks to remain laterally clear of the Southampton and Bournemouth CTRs will be in conflict, with little time or</p>	No	Training flights from Thruxton around the Solent CTA eg Chilbolton - Stoney Cross - Lymington - Cowes - Hayling Island - New Alresford will be less safe.	Raising the base of CTA2 from 2000' to 2500' and/or providing sufficient Air Traffic Control Staff to accept far more Zone Transit requests and provide a LARS service to non-transit traffic.	Face-to-face discussion with plenty of time to resolve misunderstandings	No. But thank you.

	<p>space to manoeuvre.</p> <p>GA traffic crossing the Solent towards the loW will have insufficient altitude to glide clear of the Solent.</p> <p>GA traffic routing beneath CTA3 and 5 will need to fly no higher than 1,300' (vide 1,800'/2,300' today). The minimum safe altitude for this area VFR is approximately 1,300' allowing for unmarked obstructions. GA traffic flying in opposite directions will be in conflict.</p> <p>DP3. Lowering the base of CTA2 will create a vertical bottleneck to GA traffic. This bottleneck will also be narrowed laterally if the Southampton CTR is extended South West towards Bournemouth. This will lead to a significant increase in airspace infringements by GA traffic.</p> <p>DP5. Southampton ATC will need to provide sufficient ATC Staff to encourage and accommodate Zone transits of CTA2 and the CTR.</p> <p>DP13. All four Options increase the volume of controlled airspace. There appears to be no useful benefit to GA of any of the possible increased volumes mentioned in the Report.</p> <p>DP15. Overall, GA access to the loW and onward to the Channel Islands and Europe will be made less attractive and less safe.</p>					
<p>Solent Airport Daedalus</p>	<p>Yes</p>	<p>Yes The future development of adjacent airports such as Solent which is a fast growing GA airport with circa 34,000 movements (FY22 figures)</p>	<p>Solent Airport (SA) sits to the south east of Southampton and currently caters for circa 34,000 movements per annum. In the main SA operates GA traffic including multiple flying schools, individual owners and Spitfire</p>	<p>As stated in the programme, newer more modern aircraft have a greater climb rate which would negate the requirement for additional airspace in already congested areas.</p>	<p>Engagement has been good throughout the process</p>	<p>Nil</p>

			passengers flights all of which utilise the airspace south of SA and around the IOW. Future development of SA will include the introduction of a PBN system (non-precision approach i.e. RNAV) and Aerodrome Ground Lighting in 2023, which will in-turn increase annual movements, including a proposal for scheduled flights. One of the APC proposals was lowering and extending the controlled airspace to the south of SA. This would impact the future intentions and also cause a bottleneck between the IOW and the mainland for GA traffic.			
OTTERBOURNE PARISH COUNCIL *see end of this Appendix for letter	No Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to [REDACTED] emailed 25/07/22 to airspace.change@southamptonairport.com	Yes Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to [REDACTED] emailed 25/07/22 to airspace.change@southamptonairport.com	Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to [REDACTED] emailed 25/07/22 to airspace.change@southamptonairport.com	Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to [REDACTED] emailed 25/07/22 to airspace.change@southamptonairport.com	Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to [REDACTED] emailed 25/07/22 to airspace.change@southamptonairport.com	Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to [REDACTED] emailed 25/07/22 to airspace.change@southamptonairport.com
Hursley Parish Council	Yes	No				<p>The recent presentation by SIA set out a process where SIA took all the important decisions alone, without the communities affected having a fair say on how the design principles should be weighted and applied. This leaves communities exposed to implementations that meet SIA's objectives, but will not offer Winchester communities the protection they deserve. Evidence for this concern is already found in the presentation SIA provided.</p> <p>In response to this weakness, where SIA may easily exploit its exclusive decision making position, Otterbourne has led the call for the process to be amended with the following changes:</p> <p>(1) Communities in Winchester should not be excluded, but fully engaged with SIA in all decision making steps from the translation of the design principles into draft route and airspace change options.</p>

						<p>(2) To facilitate appropriate community engagement, investigation and decision making for the airspace changes over Winchester district, should involve representatives from WCC, HCC and affected Parish Councils</p> <p>(3) As there is likely to be post implementation issues, the engagement of the communities should continue beyond initial implementation so communities can ensure all future decision making considers the Winchester community viewpoints fairly.</p> <p>The parish of Hursley supports the parish of Otterbourne and its concerns.</p>
Allbrook Parish Council	Yes	No				
Popham Airfield	Yes	No	<p>There is an inbuilt assumption that remodelling the airspace would involve the extension, laterally or vertically, of existing pattern. It is understood that this is due to the adoption of STAR procedures (or contemporary equivalents). This will impact detrimentally on general aviation operation and safety to the NE & SW of the EGHI centrelines, as well as impacting, certainly, the E centreline at EGHH. In none of the 2A presentations was any indication given as to any trade-off suggestions which may improve safety by alleviating airspace pressure on these pinch points (e.g. raising base of CTA2 or changing its extent laterally, or indeed stepping what is a very large area to the SW of CTA2). The result is that consultees are 'led' into an expectation that this what will happen. The area around Popham and Lasham, already</p>	<p>I would like to have seen a further option explored which is not based on and illustrated by the existing controlled airspace. The routings used to define inbound and outbound STARs and SIDs are all based within the confines of this CAS, no attempt is made to 'blue sky' the whole potential airspace areas. As I understand CAP1711 such attempts should be made (DP2) to look anew at how these layouts could work. This might then lead to the consideration of GA as an element in the traffic flow, not just as an entity to be 'kept out'.</p> <p>More mention should be made of future technologies, given the timescale of the ACP. Flexibility should be built into the detailed consultation to allow for, nae assume, that capabilities of both GA and CAT in conspicuity and operational capability will change rapidly (e.g. DP14). In other words, the CAS design this consultation illustrates is currently antiquated</p>	<p>The engagement by both Southampton Airport staff and their consultants has been open and flexible, given the current constraints. It is a time-honoured and proven method by which staff have attempted to give clarity to what is a very long drawn out process.</p>	<p>Having missed an earlier consultation stage, I do not see any specific mention of 'infringements' or 'infringement reduction' (in the design principles). I would be interested to see the CAA's comments and policy on existing risk and mitigations included more visibly, especially as regards impact on GA pinch-points.</p>

			'squeezed' by Farnborough ACP, has become, and will become more of a funnel to the detriment of the DP1 (& DP13).	(mid 1990's) and will continue to be so unless more forward looking.			
Twyford Parish Council					Meeting live helped with engagement among those there. Power point display was not always easy to follow	I am sorry I touch submit before completing an earlier return. Some questions I thought about after the meeting; Who produced the principles? In satisfying some principles, who makes the judgments and is preference given to the airport over the public?	
Twyford Parish Council	Yes	No					
NATS (NERL)	Yes	No			From a NERL point of view the engagement has been well structured.	Is it the intention of Southampton Airport to remove the 'Winchester Orbit' procedure for arrivals? The key feature for network connectivity, at this stage of the process, is flexibility. Do these options individually represent complete systems or could routes from one option be combined with routes from another, thus presenting greater flexibility? Was it clear in your engagement that the options shown might require amendment in response to the requirements of other FASI South participants?	
Gatwick Airport Limited	Yes	No			Bilateral engagements should there be interactions between our respective ACPs.	Southerly departures kink away to reduce overflight, why is not the same applied to northerly departures so as to avoid overflying South Downs? On 02 departures, there appears to be an easterly bias to the northbound departures (Options 1, 2 and 4). Is this because there is destination demand for these routes to North East or is this bias driven by upper airspace design?	
South Longwood Farm Airstrip	Yes	Yes	DP1 Is very difficult to satisfy. Realistically in order to provide efficient operations for traffic arriving from the North you need more airspace. It is then inevitable that there	Please see above for generic lowering of CAS levels. Unless CAS access is freely granted then GA traffic will have to fly lower and in more densely	On a detailed note, it was asked in the presentation if moving a particular portion of airspace a tiny amount would make any significant operational impact. Our airstrip lies	The engagement has been comprehensive and there are clear benefits in change.	Feel free to contact me if I can supply any help for the operational aspects from light aeroplane, helicopter, turboprop or jets.

		<p>is less Class G airspace for existing GA aircraft to use. Sadly I cannot easily see how you will currently maintain the same level of safety for GA traffic outside controlled airspace. The best that can be done is for Solent Radar to be more accommodating and welcoming to local traffic. The ideal would be to supply a LARS service. There is a perception amongst the GA community that Solent are not the friendliest of service providers.</p> <p>In my personal experience the service varies hugely depending on individual controllers.</p> <p>DP 3 is affected for similar reasons, if all traffic in the vicinity of Solent's airspace was encouraged to call and such calls were welcomed then infringements may well reduce?</p> <p>DP4, realistically GA traffic will always require tactical intervention.</p> <p>DP13 For clarity I need to identify that I have an interest on many levels. I am currently a Longhaul heavy Jet training Captain and my background is extensive Medium turboprop and Helicopter flying. I also keep a GA aeroplane inside Solent's control zone. So I fully support your initiative on every level. I see a need to reduce the lower levels of your CTA to provide CDA opportunities for the medium turboprops and the jets. In order to achieve DP13 then you need to be far more proactive about letting GA aircraft into your CAS. Perhaps by utilising the flexibility that Class D airspace allows where IFR and VFR aircraft do not need to be seperated?</p>	<p>occupied remaining airspace. However I equally see that you are operating currently with a too small volume of airspace to operate commercial air transport effectively. looking at each of your general proposals I cannot see any specific problem with the reductions on the 3 quadrants discussed. However as above, this generic danger to GA can be very much reduced by allowing access to GA traffic.</p>	<p>outside of the Bishops Waltham Local Flying area. The airstrip is 1/2 mile closer to the extended centreline of 20 than the current LFA boundary. If a mechanism could be found to move the LFA boundary to include South Longwood then there would be a significant reduction in workload for the Solent controllers and simpler operations for the users of the airstrip.</p> <p>This may require discussion on operating procedures etc unique to South Longwood's proximity to the centreline (although it is further from touchdown than the current western extremity of the LFA). Perhaps a lower altitude limit of 1000' as used in Denham and elsewhere or even an agreed runway in use?</p>		
New Forest District Council	Yes	No			Very good animation video which showed the existing situation and the broad needs for the changes proposed. Very good briefing webinar which was comprehensive and all questions were answered.	
British Helicopter Association	Yes	No				

From: [REDACTED]
Sent: 19 October 2022 11:41
To: [REDACTED]
Subject: [Loganair Limited] Southampton Airspace Change programme

From: [REDACTED]
Sent: 13 October 2022 17:25
To: [REDACTED]
Cc: [REDACTED]
Subject: [Loganair Limited] Re: RE: Feedback deadline 14/10 - Southampton Airspace Change programme

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[REDACTED]

13 Oct 2022, 17:25 BST

Dear [REDACTED]

We've just had a discussion regarding the Southampton Airport Stage 2 ACP. We're broadly in agreement with all of the points raised and thank you for including us in the project.

Our two main points of concern / note are:

- Any increase in track mileage for runway 20 departures, especially to NORRY to be avoided where possible. Especially as the Loganair schedule increases through Southampton, any increase to routings, particularly when departing from runway 20 would soon adversely affect trip fuel/ CO2 / payload under certain conditions.
- Any measures that reduce the need to have to complete the "Winchester Loop/orbit" are greatly appreciated. We believe that Option 4 with associated CTA amendments appears to be a good solution.

Apologies for the late submission of the feedback and if you have any further questions don't hesitate to let us know.

Kind regards,

[Redacted]

--

[Redacted] [Loganair Limited]

[Redacted]

[Redacted]



[Redacted]

10 Oct 2022, 10:28 BST

Morning [Redacted]

We'll reply by the end of this week – both [Redacted] and I are on pilot recruitment duty this week and won't be back until Thursday. I'll discuss it with him whilst away.

Regards,

[Redacted] n

[Redacted]

Web: <http://www.loganair.co.uk>



[Redacted]

7 Oct 2022, 09:47 BST

Good morning all,

██████████ I'll put something in the diary for next week.

██████████ - we'll get back to you before Friday.

Kind regards,

██████████

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██████████ [Loganair Limited]

██████████

████████████████████



██████████

7 Oct 2022, 09:26 BST

Hi ██████████

Thanks for the note. I've copied in ██████████, and ██████████, our ██████████ for response. We are most keen to see the arrival routings onto R20 updated to remove the need for a 360 orbit given the time and emissions that this adds to each Loganair sector undertaking it. ██████████ and ██████████ will be able to provide more information.

Best wishes

██████████

From: ██████████

Sent: 07 October 2022 09:24

████████████████████
████████████████████

Subject: Feedback deadline 14/10 - Southampton Airspace Change programme

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Dear [REDACTED]

Southampton Airport is currently undertaking its airspace change programme as part of the broader FASI-S airspace modernisation programme. As part of the process, we have engaged with Loganair and will continue to do so.

Unfortunately, we have yet to receive feedback from Loganair on our plans which means that key issues and concerns facing your pilots and business have not been submitted for consideration as part of the Stage 2 engagement.

Can I ask that you encourage a relevant member of your team to consider our Stage 2 airspace change proposals and submit feedback? All information and the feedback mechanism are available on our website: <https://southamptonairport.consultationonline.co.uk/> and we are happy to discuss 1:1 if easier. We would be keen for feedback from your airline in the next week, so that your interests can be taken formally into account.

Kind regards,

[REDACTED]



Aberdeen | Glasgow | Southampton

[REDACTED] BY
AGS Airports

[REDACTED]
[REDACTED]
www.agsairports.co.uk

[REDACTED] Glasgow Airport, Erskine Court, St Andrews Drive, Paisley, PA3 2TJ

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Safety Spotlight — Mental Health Awareness Day 10th October 2022. Make mental health and wellbeing for all a global priority.

From: [REDACTED]
Sent: 31 July 2022 11:43
To: #SOU Airspacechange
Cc: [REDACTED]
Subject: consultation

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Categories: Red category

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Dear [REDACTED]

First of all, thank you for the sincere consultation exercise.

I am a microlight pilot using an aircraft based at Blackbushe and I frequently fly to Portsmouth, the Isle of Wight, and to the southwest; these are popular destinations for recreational pilots. I have two comments relating to the process outlined in your on-line presentation. These relate to prevention of bottlenecks and maintaining or improving safety, which are stated as goals but not considered from some points of view in the proposals.

1. Bottlenecks. You state the avoidance of bottlenecks as a goal, but your presentation only shows Solent CTA; neighbouring controlled airspace is not mentioned, which of course makes the bottlenecks impossible to appraise. I did not see any discussion of them. As I mentioned in previous emails, a serious bottleneck is between the western edge of the Solent CTA and the Middle Wallop MATZ. (The narrowness of the gap at reasonable heights surely helps account for the nearly complete absence of GA traffic in the areas of uncontrolled airspace south of Salisbury.) Similarly, there is only a narrow gap to the west of the Lee-on-Solent ATZ. Attention needs to be paid to the width of these gaps. Also, you should consider that the triangle of CTA at the eastern edge of the Solent zone currently has a base height of 3000' and covers some high ground features (spot heights >600 feet). There is potential for creating vertical bottlenecks in this area if the base is lowered.
2. Safety. One item I did not see discussed was the safety of single-engine aircraft crossing the Solent. In general, to avoid ditching after an engine failure, one would want to fly over this water at a height that allows a glide to one shore or the other from the mid-point, plus a margin to find a landing spot once the shore has been reached and to account for headwinds. A typical glide ratio for a light aircraft would be 10:1. Proposals should take this into account when considering minimum heights of CTA over the Solent and also whether extensions of CTA would force light aircraft to take longer routes over water.

Thank you for your consideration,

[REDACTED]



Hampshire Chamber of Commerce
[REDACTED]
[REDACTED]

Monday 8th August 2022

From: [REDACTED]
Southampton Airport
Email: [REDACTED]

Dear [REDACTED]

Re: Southampton Airport - Airspace Change Proposal

The Hampshire Chamber of Commerce [REDACTED] is committed to supporting the sustainable operation and development of Southampton International Airport as a critical piece of infrastructure for the region. The airport is fundamental to the region's holiday and leisure market, as well as ensuring that we remain competitive in the business world by offering a successful commuter airport for the region's businesses linking us to other regions in the UK as well as internationally. In addition to this, the airport acts as a vital lifeline link between the Southampton General Hospital and outlying regions of the UK including the Channel Islands and this must be prioritised.

As such the Hampshire Chamber of Commerce [REDACTED] is pleased to see that the Design Principles adopted include a need to enable the airspace to be capable of accommodating the growth predicted within the airport's masterplan whilst also aiming to minimise and where possible reduce adverse impacts on health and quality of life from aircraft noise, degradation of air quality and impacts on ecology and recognition of the impact on residents' health and well-being. The use of varied and multiple options is supported to ensure an equitable split of traffic, whilst it is also important to balance the importance of the region's superlative natural environmental assets with the airport's ongoing growth. As such we support the use and order of the design principles.

It is not for the Chamber to comment on any one particular route but support the option that will ensure the maximum efficiency and capacity delivery for the airport with the least impact on particular locations/population groups overall. This is the role of the due process.

We look forward to working with the airport in the further development on the airspace change programme and also in the implementation of the runway extension that will help deliver the capacity and routes needed to ensure that Southampton International Airport remains one of our region's top assets and continues to ensure we remain connected internationally and with other regions in the UK.

Yours sincerely

[Redacted signature]

[Redacted signature]

[Redacted name]

[Redacted title]
Hampshire Chamber of Commerce

[Redacted name]

[Redacted title]
Hampshire Chamber of Commerce

Feedback (1) (C-27408) 04-07-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

04-07-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (8)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

South Longwood Farm Airstrip

Participants

Agenda no

Subject categories

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

Description / Questions

Please explain your answer

Feedback / Answers

DP1 Is very difficult to satisfy. Realistically in order to provide efficient operations for traffic arriving from the North you need more airspace. It is then inevitable that there is less Class G airspace for existing GA aircraft to use. Sadly I cannot easily see how you will currently maintain the same level of safety for GA traffic outside controlled airspace. The best that can be done is for Solent Radar to be more accommodating and welcoming to local traffic. The ideal would be to supply a LARS service. There is a perception amongst the GA community that Solent are not the friendliest of service providers.

In my personal experience the service varies hugely depending on individual controllers.

DP 3 is affected for similar reasons, if all traffic in the vicinity of Solent's airspace was encouraged to call and such calls were welcomed then infringements may well reduce?

DP4, realistically GA traffic will always require tactical intervention.

DP13 For clarity I need to identify that I have an interest on many levels. I am currently a Longhaul heavy Jet training Captain and my background is extensive Medium turboprop and Helicopter flying. I also keep a GA aeroplane inside Solent's control zone. So I fully support your initiative on every level. I see a need to reduce the lower levels of your CTA to provide CDA opportunities for the medium turboprops and the jets. In order to achieve DP13 then you need to be far more proactive about letting GA aircraft into your CAS. Perhaps by utilising the flexibility that Class D airspace allows where IFR and VFR aircraft do not need to be separated?

Participants

Agenda no

Subject categories

Description / Questions

Please can you provide feedback on how the various additional sections of Controlled Airspace would affect your operations for each option.

Feedback / Answers

Please see above for generic lowering of CAS levels. Unless CAS access is freely granted then GA traffic will have to fly lower and in more densely occupied remaining airspace. However I equally see that you are operating currently with a too small volume of airspace to operate commercial air transport effectively. Looking at each of your general proposals I cannot see any specific problem with the reductions on the 3 quadrants discussed. However as above, this generic danger to GA can be very much reduced by allowing access to GA traffic.

Participants

Agenda no

Subject categories

Description / Questions

Please can you also advise of any amendments/suggestions/recommendations you may have on the existing volume of Controlled Airspace which would most benefit your operation.

Feedback / Answers

On a detailed note, it was asked in the presentation if moving a particular portion of airspace a tiny amount would make any significant operational impact. Our airstrip lies outside of the Bishops Waltham Local Flying area. The airstrip is 1/2 mile closer to the extended centreline of 20 than the current LFA boundary. If a mechanism could be found to move the LFA boundary to include South Longwood then there would be a significant reduction in workload for the Solent controllers and simpler operations for the users of the airstrip.

This may require discussion on operating procedures etc unique to South Longwood's proximity to the centreline (although it is further from touchdown than the current western extremity of the LFA). Perhaps a lower altitude limit of 1000' as used in Denham and elsewhere or even an agreed runway in use?

Participants

Agenda no

Subject categories

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

The engagement has been comprehensive and there are clear benefits in change.

Participants

Agenda no

Subject categories

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

Feel free to contact me if I can supply any help for the operational aspects from light aeroplane, helicopter, turboprop or jets.

[REDACTED]
[REDACTED]
Southampton International Airport

Our Ref: JP/DI/AT

Enq to: [REDACTED]
[REDACTED]
[REDACTED]

08 August 2022

[REDACTED]

Re: Airspace Change proposal – feedback on approach to developing route options

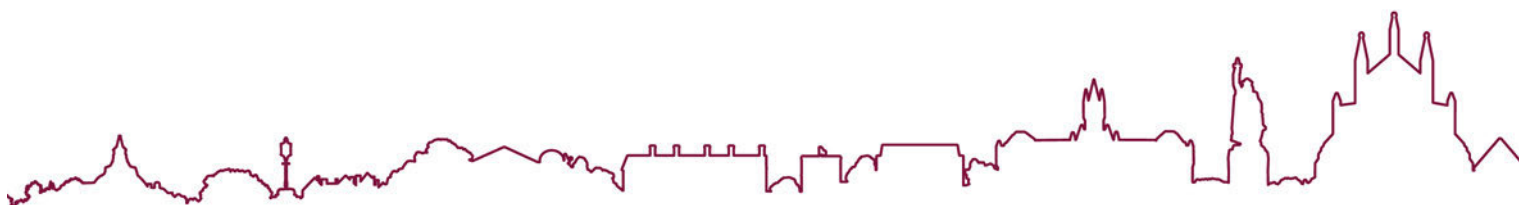
Thank you for inviting Winchester City Council to comment on the process for developing route options as part of the National Airspace Change Programme.

Officers from the council have recently attended the Stakeholder briefing sessions and have sought additional clarity on a number of points following those meetings. The council's response set out below is therefore made upon this basis, but please contact officers again if we have not understood correctly the details of the process, and we will provide a further response if required.

The process is strictly defined within CAA guidance (CAP1616) and every airport is required to follow that process. For Southampton International Airport (SIA) this is to redesign controlled airspace up to 7000ft.

In line with CAP1616, SIA has developed 16 Design Principles from which 4 Options encompassing 16 routes are being proposed for further detailed modelling. It is understood that the current feedback request is simply to comment on the process of determining the options from the design principles and not the merits or otherwise of the Options themselves. This will come at a later phase and the council will want to provide its comment having carefully assessed each option, when more information is available, in order to understand the impacts of each upon the district particularly in relation to people living and working in the areas affected by these proposals. .

The council understands that SIA could not start with a completely blank canvas and ask the public to come up with a set of proposed options. Taking the design principles to come up with routing options that are technically viable and above all safe, requires deep aviation expertise, access to WebTrak data mapping and the ability to use 'flooding' analysis to test conceptual priorities. This approach has informed the development of the 4 Options proposed. In addition, this process has also involved



close liaison with Air Traffic Control at NATS, to establish how these options link into air space corridors above 7000ft and whether they are likely to affect the operability of neighbouring airports and airspace users.

The council also understands that with the next phases of the process, which will involve full public consultation, SIA is not locked into these 4 Options and therefore if any of the 16 routes are subsequently found to be unsuitable (following more detailed analysis) for example, further new options can be then explored.

As stated above we do appreciate that now is not the appropriate time to comment on the merits, or otherwise, of the options developed to this point and we will do this at the right stage of the process. However, we hope that sufficient exploration and explanation will be given to the Design principles that address flying over less populated areas, such as the Itchen navigation, whilst appreciating that a fair and equitable share of traffic across all routes will need to be considered. The council will want to carefully assess the noise impacts on our residents including in the settlements of Twyford, Shawford, Otterbourne, Colden Common and Winchester.

The next stages of the process will be looking at the options in far more detail, including qualitative and quantitative noise assessments to determine the impacts on ground based populations including in Winchester's area. These stages will involve a more detailed explanation of how each of the routes meet the Design Principles and this will also include an assessment of environmental impacts such as carbon emissions.

Once this process is complete, we hope that any CAA agreed routes will be enshrined in Noise Preferred Routings (NPRs) that extend to cover the Winchester District as well as Eastleigh's area.

We therefore await the next stages of the process with interest, and the council will want to fully engage in the consultation process and will be seeking to deliver the best outcomes for the Winchester District.

Yours sincerely

[Redacted signature]

[Redacted name]

[REDACTED]

From: [REDACTED]
Sent: 09 August 2022 16:28
To: #SOU Airspacechange
Cc: [REDACTED]
Subject: RE: Southampton Airport asks for your feedback on its Airspace Change Proposal by Tuesday 9th August 2022

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue category, Red category

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Joint contribution from the [REDACTED]

[REDACTED]

Thank you for the opportunity to respond to this complex technical consultation. We recognise the benefits of a successful local airport and the positive economic impact it could have. We are keen that any changes to the Airspace have a beneficial and demonstrable impact to reduce noise and air pollution for residents and contribute to sustainable economic growth as well as a net zero Southampton by 2035. We look forward to seeing such proposals come forward in due course.

Kind regards

[REDACTED], Southampton City Council

[REDACTED] Southampton City Council

Many thanks and kind regards

[REDACTED]

[REDACTED]

Southampton City Council

[REDACTED]

Given the way I manage my work-life balance, you may get emails from me outside the normal working hours. Please do not feel any pressure to respond outside your own work patterns/scheduled work hours.



From: Airspace Change Southampton <airspace.change@southamptonairport.com>

Sent: 19 July 2022 17:32

To: [REDACTED]

Subject: Southampton Airport asks for your feedback on its Airspace Change Proposal by Tuesday 9th August 2022

Dear [REDACTED]

Southampton Airport asks for your feedback on its Airspace Change Proposal by Tuesday 9th August 2022

This is a reminder to give Southampton Airport your feedback on its approach to developing route options, if you have not already done so.

We have **extended the feedback deadline by two weeks to secure your comments; the new feedback deadline is Tuesday 9th August 2022.**

It is important that we secure feedback from a wide range of stakeholder types, so we would encourage you to use this opportunity to provide your comments.

We recently held three Stakeholder Briefing sessions to outline our approach to options development. If you were unable to attend a session or would like to hear the presentation again, a recording is now available on the website at <https://southamptonairport.consultationonline.co.uk/>.

Further information

We'd like to thank all those who have contributed to date to Southampton Airport's ACP; we remain committed to ensuring your organisation can provide feedback on how the airport should progress its part of the UK-wide Airspace Modernisation Strategy.

Should you have any questions, please view our [FAQ](#) page, which covers many of the most common queries. You can also find out more about the Airspace Modernisation Strategy [here](#) and Southampton Airport's ACP [here](#). If you would like information not covered in this email, please contact us on **0800 298 7040** or via email at airspace.change@southamptonairport.com.

Yours sincerely,

[REDACTED]
[REDACTED] **Southampton Airport**

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[REDACTED]

From: [REDACTED] >
Sent: 19 July 2022 17:19
To: #SOU Airspacechange
Cc: [REDACTED]
Subject: Southampton Airport's Airspace Change Proposal consultation

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue category, Red category

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[REDACTED]

I am emailing to submit my comments for Southampton Airport's Airspace Change Proposal consultation that is being run until Tuesday 26th July as you know.

Please may I join previous calls for the process to be amended with the following changes?

- (1) Communities in Winchester should not be excluded, but fully engaged with SIA in all decision making steps from the translation of the design principles into draft route and airspace change options.**
- (2) To facilitate appropriate community engagement, investigation and decision making for the airspace changes over Winchester district, should involve representatives from WCC, HCC and affected Parish Councils**
- (3) As there is likely to be post implementation issues, the engagement of the communities should continue beyond initial implementation so communities can ensure all future decision making considers the Winchester community viewpoints fairly.**

Yours,

[REDACTED]

[REDACTED]

Keep up with my work via



FIND AND FOLLOW GREEN WINCHESTER



Under GDPR, your data (name, address and email) will be held by Steve Brine in relation to casework, in support of his Parliamentary duties and to carry out work necessary to his role of representing constituent's views as Member of Parliament for Winchester & Chandler's Ford.

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[REDACTED]
[REDACTED],
Southampton Airport
[REDACTED]

LAA Feedback to Southampton Airport Airspace Change Proposal ACP-2019-03, Stage 2A.

9th August 2022

[REDACTED] e

Thank you for your request for feedback on the above ACP and for the engagement meeting on 27th June 2022.

I respond as the CEO of the Light Aircraft Association, the UK's largest powered flying organisation, with over 7,800 members and delegated oversight from the CAA for the airworthiness of over 2,800 light and sport aircraft. A significant proportion of our members are based in the home counties and south of England and thus, the airspace surrounding Southampton is heavily utilised by our members.

Despite your very comprehensive briefing on your future needs, we believe that there remains insufficient cognisance of the needs of VFR pilots and the impact of your proposals on the surrounding airspace environment. These are of course key tenets of lower airspace strategy and a requirement of the airspace change proposal process. In particular your apparent wish to increase [REDACTED] lowering the base of controlled airspace runs contrary to good design DP1, reducing glide clear and traffic avoidance capability, and DP3, by [REDACTED] traffic into significantly smaller areas, creating bottlenecks with increased risk [REDACTED] ment.

The reduction in base of controlled airspace to 1500' both over the New Forest (sometimes known as the Southampton/Bournemouth 'gap'), is also problematic as it would force aircraft to descend to a lower level over an area particularly sensitive to traffic noise. This will inevitably be more concentrated at a lower level.

We noted comments that some mitigation would be gained by reducing the volume of controlled airspace by reducing the CTR width either side of the runway extended centre line. However, the operational effects of reducing bases of controlled airspace to 1500' in the key transition areas would still have a significant negative effect on GA access. In addition to powered flyers, the proposed CAS extension to the north has a potentially catastrophic effect on gliding in the vicinity,

Registered Office and Company Address:
[REDACTED]

[REDACTED] including the UK's largest gliding site at Lasham and on long established balloon operations to the North, including commercial passenger ballooning.

Your presentations make the case that it is impossible possible to accommodate PBN approaches from the south to runway 20 or from the north to 02 without seeking expanded controlled airspace, because of the downwind and base leg track design requirements. It makes no reference to this effectively closing a significant amount of class G airspace to other users.

This could be mitigated by consideration of offset or 'dog leg' routings and there are many commercial airports where it is not possible to make a straight-in approach on one or more runways and airlines regularly accept the need for vectoring or circle to land for IFR arrivals. Also, there are airports where a direct departure is not possible, yet these are accommodated in existing operating practices which do not appear to have been considered in your reviews.

We believe that the options you develop should not expand controlled airspace. Rather they should focus on operating in the airspace available or on better interaction enabling more effective use of adjacent controlled airspace such as the Farnborough, Bournemouth and Portsmouth CTAs. Merely implanting PBN designs into the single area of airspace surrounding one airport may not be the most effective option.

While I apologise that you may think our observations are unduly negative, I strongly believe that it is best that we identify the challenges and solutions of integrating our activities in the constrained airspace available and working together to we can support the future of the airport.

Best regards

[REDACTED]

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 09 August 2022 17:42
To: #SOU Airspacechange
Subject: RE: Southampton Airport asks for feedback on its Airspace Change Proposal TOMORROW
Attachments: 20220809 Southampton LAA response.pdf
Follow Up Flag: Follow up
Flag Status: Completed
Categories: Blue category, Red category

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Dear [REDACTED]

Thank you for offering us the opportunity to offer the attached feedback and for the engagement meeting on 27th June 2022. Our response letter is attached. While we understand your wish to integrate PBN approaches, we continue to express reservations at the proposed increase in controlled airspace as a result. However, I strongly believe that it is best that we identify the challenges and solutions of integrating our activities in the constrained airspace available and by working together, we can support the future of the airport.

Best regards

[REDACTED]
Light Aircraft Association
Turweston Aerodrome

[REDACTED] www.laa.uk.com

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From: Airspace Change Southampton <airspace.change@southamptonairport.com>
Sent: 08 August 2022 09:49
To: [REDACTED] m>
Subject: Southampton Airport asks for feedback on its Airspace Change Proposal TOMORROW

Dear [REDACTED]

Southampton Airport asks for feedback on its Airspace Change Proposal by TOMORROW

If you have not already done so, this is a reminder to give Southampton Airport your feedback on its approach to developing route options.

Further to our previous email, **we are asking for your comments by midnight tomorrow (Tuesday 9th August 2022).**

It is important that we secure feedback from a broad range of stakeholder types, so we would ask that you use this opportunity to provide your comments.

We recently held three Stakeholder Briefing sessions to outline our approach to options development. If you were unable to attend a session or would like to hear the presentation again, a recording is now available on the website at <https://southamptonairport.consultationonline.co.uk/>.

Further information

We'd like to thank all those who have contributed to date to Southampton Airport's ACP; we remain committed to ensuring your organisation can provide feedback on how the airport should progress its part of the UK-wide Airspace Modernisation Strategy.

Should you have any questions, please view our [FAQ](#) page, which covers many of the most common queries. You can also find out more about the Airspace Modernisation Strategy [here](#) and Southampton Airport's ACP [here](#).

If you would like information not covered in this email, please contact us on **0800 298 7040** or via email at airspace.change@southamptonairport.com.

Yours sincerely,

 **, Southampton Airport**

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Feedback (1) (C-29150) 25-07-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

25-07-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (8)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Solent Airport Daedalus

Participants - Agenda no - Subject categories -

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants - Agenda no - Subject categories -

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

Yes

Participants - Agenda no - Subject categories -

Description / Questions

Please explain your answer

Feedback / Answers

The future development of adjacent airports such as Solent which is a fast growing GA airport with circa 34,000 movements (FY22 figures)

Participants - Agenda no - Subject categories -

Description / Questions

Please can you provide feedback on how the various additional sections of Controlled Airspace would affect your operations for each option.

Feedback / Answers

Solent Airport (SA) sits to the south east of Southampton and currently caters for circa 34,000 movements per annum. In the main SA operates GA traffic including multiple flying schools, individual owners and Spitfire passengers flights all of which utilise the airspace south of SA and around the IOW. Future development of SA will include the introduction of a PBN system (non-precision approach i.e. RNAV) and Aerodrome Ground Lighting in 2023, which will in-turn increase annual movements, including a proposal for scheduled flights. One of the APC proposals was lowering and extending the controlled airspace to the south of SA. This would impact the future intentions and also cause a bottleneck between the IOW and the mainland for GA traffic.

Participants - Agenda no - Subject categories -

Description / Questions

Please can you also advise of any amendments/suggestions/recommendations you may have on the existing volume of Controlled Airspace which would most benefit your operation.

Feedback / Answers

As stated in the programme, newer more modern aircraft have a greater climb rate which would negate the requirement for additional airspace in already congested areas.

Participants - Agenda no - Subject categories -

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

Engagement has been good throughout the process

Participants

Agenda no

Subject categories

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

Nil

Feedback (1) (C-29881) 03-08-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

03-08-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (8)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Bath, Wilts and North Dorset Gliding Club

Participant: - Agenda no: - Subject categories: -

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participant: - Agenda no: - Subject categories: -

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

Yes

Participant: - Agenda no: - Subject categories: -

Description / Questions

Please explain your answer

Feedback / Answers

The default category of airspace is Class G. The desire of any commercial organisation is to have maximum control over its operations. These two points are in conflict and DP5 makes it clear where SOU's priorities are, in that it prioritises its own operations whilst acknowledging the need to integrate GA traffic. The presentation given demonstrates SOU's view that more controlled airspace is needed. This is not the position of GA of course. As the default classification is Class G SOU should be leaving no stone unturned to reduce CAS. This is not evident so far.

Participant: - Agenda no: - Subject categories: -

Description / Questions

Please can you provide feedback on how the various additional sections of Controlled Airspace would affect your operations for each option.

Feedback / Answers

Our pilots fly cross country glider flights which require us to pass immediately to the north of the Southampton CTA at heights up to 7000ft, the higher the better for safety reasons. This also requires passage between Middle Wallop's MATZ and the Solent CTA in the pinch point just to the north of Romsey. Any option that reduces the height available currently in this region would be exceedingly unwelcome and damaging to our operations. Our hope would be for a reduction in CAS in these areas.

It should be clear to your planners that the vast majority of glider pilots do not wish to fly in CAS, and any increase in the requirement to do so for access to specified areas is most unwelcome. Transponders are not commonly fitted in gliders and will not be for many years to come.

Our expectation is that the FASI(S) plans and the use of modern flight profiles and instrumentation should permit commercial traffic to operate higher and closer to the target airport. It is difficult to understand why more low level airspace needs to be incorporated into the plans for SOU. Saving some fuel on some flights is not a good reason for damaging the rights and freedoms of GA to operate in the lower height bands.

Participant: - Agenda no: - Subject categories: -

Description / Questions

Please can you also advise of any amendments/suggestions/recommendations you may have on the existing volume of Controlled Airspace which would most benefit your operation.

Feedback / Answers

No benefits appear to arise to us from the current outline proposals. Given the reduced movements from SOU following the demise of Flybe we question the need for the controlled airspace as it stands.

Participants

Agenda no

Subject categories

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

The approach taken by Southampton Airport is one of the better and more open ones in my experience. The presentations given and the scale of interaction have been good to date. There remains the ever present risk of SOU pressing its own solutions without a comprehensive understanding of the impact of any airspace changes on GA, and of it feeling the need to press on regardless to suit its commercial aims. This is not unusual but the matter requires constant vigilance if it to be managed fairly and sensible.

Participants

Agenda no

Subject categories

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

As a member club of The British Gliding Association we fully support the BGA response to this consultation. Our Club is one of the larger ones in the central South West, with 120+ members operating from its base at The Park near Warminster in Wiltshire. Our members regularly fly cross country flights to our east, navigating as best we can between the significant volumes of airspace. We consider ourselves to be moderate users of the airspace to the west and north of Southampton Airport. We suffer significant restrictions to our South and East because of the Solent airspace and the Southampton Airspace.

From: [REDACTED] >
Sent: 04 August 2022 13:13
To: #SOU Airspacechange
Subject: Southampton Airport airspace change proposal

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Feedback from the New Forest National Park Authority

The Southampton Airport airspace design principles include DP9 - *Avoiding overflying densely populated residential areas, national parks, AONBs, noise sensitive buildings and other areas prized for tranquillity.*

This is particularly pertinent for Southampton Airport, located close to both the New Forest and South Downs National Parks. The New Forest National Park's 'special qualities' – defined following public consultation and referenced within Section 61 of the Environment Act 1995 – include, "*Tranquillity in the midst of the busy, built up south of England. The tranquillity and sense of remoteness that can still be found in many parts of the National Park is a quality of importance to many people. The relative peace and naturalness, combined with the open and unfenced landscape of much of the area, gives a sense of space and freedom. This contrasts with the increasingly built-up and intensively managed landscape of southern England and provides a means of release from the pressures of modern life.*"

Section 62(2) of the Environment Act 1995 places a 'duty of regard' towards the statutory National Park purposes. The Act states, "*In exercising or performing any functions in relation to, or so as to affect, land in a National Park, any relevant authority shall have regard to the purposes specified in subsection of section five of this Act.*" This duty of regard applies to public bodies and anyone holding public office and ensures the two National Park purposes are appropriately considered in decisions that could affect National Parks. This applies to the Southampton Airport airspace change proposals and therefore we support the inclusion of design principle 9 in the process.

Appendix B to CAP1616 (March 2021) confirms that change sponsors are required to have regard to the statutory National Park purposes when developing airspace change proposals. CAP1616 goes on to state, "*...where practicable, it is desirable that airspace routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks.*" CAP1616 confirms that in line with the altitude-based priorities, when sponsors are developing airspace change proposals that have the potential to change overflights of National Parks or AONBs below 7,000 feet sponsors must show how they have considered and taken account of this impact as part of their option development and final design. We therefore expect impacts on the New Forest National Park to be transparently assessed and reported on as the airspace change proposal progresses. The inclusion of design principle 9 is a positive start and the aim of avoiding overflying at low levels our National Parks – which are enjoyed by millions of people of each – should be key in the airspace development process.

Regards

[REDACTED]
New Forest National Park Authority



[Redacted text block]

Switchboard: [Redacted]

Website: www.newforestnpa.gov.uk

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[The New Forest National Park Authority's purposes](#)



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Feedback (1) (C-29149) 25-07-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

25-07-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

Otterbourne Parish Council

Present

Yes

INTERACTIONS

Discussion points (8)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

OTTERBOURNE PARISH COUNCIL

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

No

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Please explain your answer

Feedback / Answers

Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to Steve Szalay emailed 25/07/22 to airspace.change@southamptonairport.com

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

Yes

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Please explain your answer

Feedback / Answers

Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to Steve Szalay emailed 25/07/22 to airspace.change@southamptonairport.com

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Please can you also advise of any amendments/suggestions/recommendations you may have on the existing volume of Controlled Airspace which would most benefit your operation.

Feedback / Answers

Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to Steve Szalay emailed 25/07/22 to airspace.change@southamptonairport.com

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to Steve Szalay emailed 25/07/22 to airspace.change@southamptonairport.com

Participants

Agenda no

Subject categories

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

Please see letter from Otterbourne Parish Council, co-signed by Compton and Shawford Parish Council addressed to Steve Szalay emailed 25/07/22 to airspace.change@southamptonairport.com



Otterbourne Parish Council

Tel: [REDACTED]

Email: [REDACTED]

25 July 2022

[REDACTED]
[REDACTED]
Southampton International Airport

Dear [REDACTED]

Southampton Airport's Airspace Change Proposal

As part of the Airspace Change Proposal (ACP) initiative Southampton International Airport (SIA) has requested comments on the Stage 2 process for reworking the airspace around the airport.

We have examined the July 2019 PowerPoint presentation and workshop documents relating to discussion about the Design Principles. Following the briefing session 27 June 2022, it is unclear to us and further information is required regarding:

- (1) How agreement of the Design Principles was achieved.
- (2) The translation from Design Principles to Operating Concepts. This appears to have been done pre-emptively, without transparency and full community involvement.
- (3) Moving from Operating Concepts to draft Routes. Again apparently pre-emptively without community engagement or transparency.

We understand that the Design Principles submitted cannot all be fully satisfied by any single proposal given some will be in tension with others, however as they affect community issues, any compromises that were made should be transparent.

The Design Principles relating to safety (1) and alignment with CAA's Airspace Modernisation Strategy (2) seem sensible as priorities, however there is no evidence as to what weighting has been developed for the remainder of the list as then used to develop Operational Concepts.

Continued/...

The Design Principles also appear to omit consideration of the regulated rule of noise prioritisation below 4000ft which is an important factor when translating to Operating Concepts and draft routes – see Appx.

SIA has produced Operating Concepts within these presentations and taken forward to propose draft routes, however this has yet to be agreed (Stage 2 Consultation). This appears premature and draws attention away from the approval process of Design Principles to Operating Concepts to thoughts of routes that have yet to gain community support.

Proposed corrective actions:

- The process used for determining the Design Principles' compromises and weighting for the list to take forward for the Operating Concepts is made transparent.
- The Operating Concepts and route options as presented should be revised and route options published based on the process that is agreed for Stage 2.
- A working group should be formed for the airspace to the North involving representatives from WCC, HCC and the northern parishes impacted by airspace change in order to rework the translation from Design Principles to Operating Concepts, recording decisions, transparency and community engagement.
- This group should also have input into the production of draft routes and the formalisation of routes into CAA submissions. Access to be provided to any and all information required to ensure best possible decision making, including the flooding tool data.
- A post implementation group should be set up to manage the implementation of the plan within the approval that would have come from the CAA. This should not be the SIACC as the issues will be specific to the SIA operating over Winchester districts.

Yours sincerely

██████████

██████████ Otterbourne Parish Council

Co-signed:

██████████

Compton & Shawford Parish Council

Appendix: 2017 Governments guidelines for the CAA on priorities when changing airspace

- 3.2 To assist the CAA and sponsors, the government laid out the altitude-based priorities which should be taken into account when considering the potential environmental impact of airspace changes. These priorities are intended solely to inform those responsible for considering and deciding permanent changes to the UK's airspace design (section 2.1(a) of this guidance) and not for day to day operations.
- 3.3 Noise from aircraft flying at or above 4,000 feet is less likely to affect the key noise metrics used for determining adverse effects and as aircraft continue to climb above this altitude their noise impact reduces. Set against this, there is also a need to secure an efficient use of airspace and to ensure that aircraft operations emissions are minimised. So when considering requests to change the airspace design, the CAA should apply the following altitude-based priorities of the government:
- a. in the airspace from the ground to below 4,000 feet the government's environmental priority is to limit and, where possible, reduce the total adverse effects on people;
 - b. where options for route design from the ground to below 4,000 feet are similar in terms of the number of people affected by total adverse noise effects, preference should be given to that option which is most consistent with existing published airspace arrangements;
 - c. in the airspace at or above 4,000 feet to below 7,000 feet, the environmental priority should continue to be minimising the impact of aviation noise in a manner consistent with the government's overall policy on aviation noise, unless the CAA is satisfied that the evidence presented by the sponsor demonstrates this would disproportionately increase CO₂ emissions;

Feedback (1) (C-29883) 03-08-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

03-08-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (6)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

MOD

Participant: - Agenda no: - Subject categories: -

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participant: - Agenda no: - Subject categories: -

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Participant: - Agenda no: - Subject categories: -

Description / Questions

Please can you provide feedback on how the various additional sections of Controlled Airspace would affect your operations for each option.

Feedback / Answers

Options 3&4 have the potential to affect MOD (SUAS/ BUAS/ AFG) operations as they could lead to less Class G airspace being available to the south of Middle Wallop; the routine areas used due to the danger area restrictions. This would push AFG aircraft further west into the area south of Salisbury where SUAS aircraft routinely operate (to alleviate the burden on our other areas of operation to the west of Boscombe Down), and where there is already a reasonably large GA presence along with the Parachute Dropping aircraft from Old Sarum.

Were the Solent CTA 4 (Class D from 2500 ft to 5500 ft) to be extended west to mirror the boundary of Portsmouth CTA 13 (Class A from FL65 to FL115), this would have lesser impact as Tutor aircraft are usually around FL65 conducting GH, and would avoid that area laterally. Difficulty would be encountered if the boundary of Solent CTA 4 were moved further west than the current Portsmouth CTA 13 boundary.

In addition, Options 3&4 may reduce the lower level of the controlled airspace between Bournemouth and Southampton CTRs from 2000 ft to 1500 ft. Although this does not directly affect SUAS/ BUAS (with no routine ops over The New Forest), it does increase the risk for GA and there may be a knock-on effect if more GA are forced closer to Bournemouth CTR to transit this area at 2000 ft. If the lateral limits of the CTA expand to the West, additional transit time might be incurred in order to operate in more distant Class G airspace.

Additionally any constriction in training airspace due to increasing CAS will increase traffic density and therefore concentrate aircraft noise over a smaller area. Consequently this will increase the number of noise complaints from residents already motivated to have formed complainant groups in this already congested area.

In sum, any additional controlled airspace, in the vicinity of current operations, is likely to increase the risks associated with Tutor operations. Such changes increase the possibility of LoSS/ MAC, due to congestion, and increase the risk of inadvertent penetration into CAS.

Participant: - Agenda no: - Subject categories: -

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

Communication has been timely and clear. Being able to access the resources on your website was very helpful when both collating feedback from across MOD (where not everyone had been able to attend the session) and to me for reference when completing this feedback form.

Participants

Agenda no

Subject categories

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

Please can MOD be included in any future GA/other airspace user briefing sessions as our main interest and feedback will be based around the impacts of CAS required for containment.

Feedback (1) (C-30718) 08-08-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

08-08-22

No. of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (3)

Participants

-

Agenda no.

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Cyrrus/ Bournemouth Airport

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Feedback (1) (C-28242) 19-07-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

19-07-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (5)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

NATS (NERL)

Participants

Agenda no

Subject categories

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Participants

Agenda no

Subject categories

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

From a NERL point of view the engagement has been well structured.

Participants

Agenda no

Subject categories

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

Is it the intention of Southampton Airport to remove the 'Winchester Orbit' procedure for arrivals?

The key feature for network connectivity, at this stage of the process, is flexibility. Do these options individually represent complete systems or could routes from one option be combined with routes from another, thus presenting greater flexibility?

Was it clear in your engagement that the options shown might require amendment in response to the requirements of other FASI South participants?

Feedback (1) (C-30729) 09-08-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

09-08-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (4)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Natural England

Participants

Agenda no

Subject categories

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

Description / Questions

Please explain your answer

Feedback / Answers

We note that under DP8 the South Downs National Park and New Forest National Park have been taken into consideration during the design process of the routes due to concerns about noise and visual impacts. We also recommend that any nationally and internationally designated sites falling within areas of high aircraft activity, associated with the approach areas, are considered due to noise impacts on wildlife and bird strikes.

The proposed route options cover a large area and could have potential significant effects on the following internationally designated sites:

- Solent and Southampton Water Special Protection Area (SPA) and Ramsar
- Solent Maritime Special Area of Conservation (SAC)
- New Forest SPA, SAC and Ramsar
- River Itchen SAC
- Solent and Dorset Coast SPA
- Emmer Bog SAC

In consideration of the four route options, you will need to determine if these operations could have a negative effect on the designated sites over and above the current usage at Southampton Airport. In order to determine whether the proposed routes will have a Likely Significant Effect on the integrity of designated sites, a review of the qualifying features of each designated sites could be undertaken as part of a Habitat Regulations Assessment.

The proposed routes should also consider impacts on birds within SPA supporting habitat. The change in location of aircraft may increase the chance of bird strikes causing a direct impact on individual birds and potentially on the populations as a whole. Appropriate avoidance or mitigation measures may be required.

The Solent Wader and Brent Goose Strategy identifies a network of non-designated terrestrial wader and brent goose sites that support the Solent and Southampton Water SPA, Portsmouth Harbour SPA, and Chichester and Langstone Harbours SPA (commonly referred to as the 'Solent SPAs') and aims to protect it from land take and recreational pressure associated with new development. These sites can be referred to as 'SPA functionally linked land' or 'SPA supporting habitat'. The terrestrial wader and brent goose sites are located on land that falls outside of the Solent SPAs boundaries. However, as this land is frequently used by SPA species (including qualifying features and assemblage species), it supports the functionality and integrity of the designated sites for these features. This land will contribute to the achievement of the SPAs' conservation objectives and is therefore protected in this context. This land supports the ecological network by providing alternative roosting and foraging sites.

We note that DP6 proposes to minimise the degradation in air quality and adverse ecological impacts. The proposals should consider impacts to air quality and associated water quality, particularly where this impacts designated sites. Consideration should be taken as to whether the changes to aircraft traffic will result in additional emissions, and whether these are likely to have a significant effect on designated sites, either alone or in-combination with other plans and projects.

From: [REDACTED]
Sent: 09 August 2022 19:31
To: #SOU Airspacechange
Subject: Stage 2 comments

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue category, Red category

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For the attention of Steve Szalay Ops director Southampton Airport

AOPA represents many GA pilots who own and operate a wide range of aircraft types, from light jets to single engine piston types as well as rotary craft. AOPA has been representing GA for over 50 years.

Whilst I understand that this is a stage two engagement and that the presentation which includes notional route may not be the final solution and that this is not a public consultation.

The design principles are generally reasonable and fit with the Governments requirements , however when referring to electronic conspicuity the words say “consider the use of EC” for integration of traffic. AOPA supports the need for a co operative surveillance environment, and we are not convinced at this stage that we have achieved that goal. Which I would suggest make the consideration of EC a particular issue when it comes to sharing the airspace. So I have a concern about how to achieve the integration of traffic within the orbit of SAMs airspace.

The use of controlled airspace establishes a know traffic environment which allows controllers to safely organise traffic flows. Infringements of CAS impacts the controller due to LOS events requiring greater separation. To guard against this having dedicated VFR routes through Southampton combined with EC / transponder and a radio may help to reduce the impact on ATC and on GA's ability to transit the airspace and I was wondering what consideration to this you have given? If Any. There is a requirement to minimise the impact of change on other airspace users. Luton had a VFR route over the top of the aerodrome keeping the GA traffic well away from CAT arrival and departures – I over flew Luton many times in the past.

The important issue for me is how Southampton provides a traffic service to GA and if that can be achieved then the boundaries have a lower impact.

The use of EC/transponder or even ADS-B all become part of the known traffic environment and only adds a small amount of additional controller workload.

These are my initial thoughts and thank you for inviting me to comment at this stage.

Yours sincerely,

[REDACTED]

Feedback (1) (C-27119) 29-06-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

29-06-22

No. of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (3)

Participants

-

Agenda no.

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

British Helicopter Association

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

From: [REDACTED]
Sent: 08 August 2022 19:38
To: #SOU Airspacechange
Subject: Re: Southampton Airport asks for feedback on its Airspace Change Proposal TOMORROW

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue category

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: External email. Unless you recognise the sender and know the content is safe, do not click links or open attachments. Please report anything suspicious or abusive by using the 'Report Phishing Email' button.

I could not find any link in your emails to a consultation page and form. The following are my comments as a Ward Councillor for [REDACTED] Parish Councillor speaking as such, but not on behalf of the whole City Council or Parish Council.

I accept there are many stages to this exercise and the process will take time but I find a lack of any actual proposals confusing.

The design considerations include relevant but conflicting desires, such as to protect the peace and tranquility of the South Downs National Park, to avoid areas of population density, and to treat households fairly.

What I believe is missing from this stage is any indication about how these competing desires will be prioritised when designing options.

Many residents of [REDACTED] have believed for many years that the flight path is over the Itchen. This was endorsed by the Airport's planning application for the runway extension with the noise contours being based on that route.

What is needed therefore is to understand whether that route can be an option and which design options it fulfills and which it does not, (or to what extent each is met). Then with other potential options we need to see what they are and again how different design principles are met, and thus why a different route might be proposed.

At the moment I am left with the impression that the airport is suggesting that all interests will be met by the proposed options - as far as possible, but I have the concern that the primary interest of flexibility for the airport and flight operators will have the greatest weight. Therefore that the options for public consultation will not include an option such as that currently in place for the southern approach, where the narrowest route is used thus minimising the wide distribution of noise and pollution but concentrating it to sites that can be the focus of meaningful mitigation. If this approach/option were included for testing during the public consultation it could allow consideration as to whether the fewest persons along the Itchen should be affected but well compensated or whether fairness means the widest number of people must share some noise and pollution.

Therefore this consultation does not leave me with any clarity over which design options are being used in which proportions to generate proposed routes for public consultation at the next stage.

Kind regards

On Mon, 8 Aug 2022, 09:48 Airspace Change Southampton, <airspace.change@southamptonairport.com> wrote:

Southampton Airport asks for feedback on its Airspace Change Proposal by TOMORROW

If you have not already done so, this is a reminder to give Southampton Airport your feedback on its approach to developing route options.

Further to our previous email, **we are asking for your comments by midnight tomorrow (Tuesday 9th August 2022).**

It is important that we secure feedback from a broad range of stakeholder types, so we would ask that you use this opportunity to provide your comments.

We recently held three Stakeholder Briefing sessions to outline our approach to options development. If you were unable to attend a session or would like to hear the presentation again, a recording is now available on the website at <https://southamptonairport.consultationonline.co.uk/>.

Further information

We'd like to thank all those who have contributed to date to Southampton Airport's ACP; we remain committed to ensuring your organisation can provide feedback on how the airport should progress its part of the UK-wide Airspace Modernisation Strategy.

Should you have any questions, please view our [FAQ](#) page, which covers many of the most common queries. You can also find out more about the Airspace Modernisation Strategy [here](#) and Southampton Airport's ACP [here](#).

If you would like information not covered in this email, please contact us on **0800 298 7040** or via email at airspace.change@southamptonairport.com.

Yours sincerely,

[REDACTED]

[REDACTED] **Southampton Airport**

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Feedback (1) (C-28277) 19-07-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

19-07-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (3)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Twyford Parish Council

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Feedback (1) (C-28280) 19-07-22

GENERAL INFORMATION

Title	
Feedback (1)	
Description	
Feedback (1) - summary	
Status	Type of communication
Recorded	Feedback Form
Subject categories	
-	
Address	
Engagement plans	
Southampton Airport Stage 2 2022	
Date	
19-07-22	
No. of participants	Manually set the number of participants
1	<input type="checkbox"/>

ATTENDEES

Participants (1)

Participant	Positions
[REDACTED]	-
Present	
Yes	

INTERACTIONS

Discussion points (3)

Participants	Agenda no	Subject categories
-	-	-
Description / Questions		
What organisation are you representing?		
Feedback / Answers		
Twyford Parish Council		

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

Meeting live helped with engagement among those there.

Power point display was not always easy to follow

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

I am sorry I touch submit before completing an earlier return.

Some questions I thought about after the meeting;

Who produced the principles?

In satisfying some principles, who makes the judgments and is preference given to the airport over the public?

From: [REDACTED]
Sent: 04 August 2022 15:12
To: #SOU Airspacechange
Subject: Southampton Airport Airspace Change Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red category, Blue category

You don't often get email from [REDACTED] m. [Learn why this is important](#)

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Thank you for the opportunity to comment on your approach to developing the comprehensive list of options for Southampton Airport. Regretfully, I was unable to attend one of your stakeholder engagement meeting but I have reviewed the information that you have made available on-line.

I support the design principles developed in Stage 1 of the Airspace Change Proposal and the approach taken using 2019 data. From the information provided, you have evidenced the design principles that have been covered in each broad design principle category for each option, which is to be welcomed. I note however, that within none of the 4 options have DP14, DP15 or DP16 been mentioned. Will these aspects within the statement of need be addressed at a later stage in the process?

Best wishes

[REDACTED]
[REDACTED] of Wickham Society

Sent from [Mail](#) for Windows

SOUTHAMPTON INTERNATIONAL AIRPORT AIRSPACE CHANGE PROPOSAL
WESTERN AIR (THRUXTON) LTD FEEDBACK ON STAKEHOLDER BRIEFING
SESSION 27 JUNE 2022

Western Air wishes to express thanks for being given the opportunity to participate in the Airspace Change Process.

The Stakeholder Briefing Session proved to be informative, however there was one issue which it is hoped can be resolved for future meetings. The quality and clarity of the projected graphics presented during the meeting was very poor. Much of it was impossible to read.

Set out below is our feedback. This is focussed on the Developing of Route Options presented and a viewpoint of what we see as the logical consequences with subsequent airspace design.

As the Aerodrome Operator of Thruxton Aerodrome, Western Air naturally wishes to ensure that any airspace change does not adversely impact on our business, which is totally dependent upon GA traffic. In this respect we are particularly concerned that any airspace change will not unreasonably impact on accessibility to Thruxton by GA.

A need for change is recognised, and in this respect a pragmatic view is taken. While that presented illustrated the need for change to the current controlled airspace structure, it is our considered opinion that change can be a combination of some additional controlled airspace balanced by a reversion of some current Class D airspace to Class G, the latter being accomplished by a raising of certain current CTA lower limits. Specifically, we envisage that such changes will be practicable in CTA 2 (between Bournemouth and Southampton CTR), CTA 6 and CTA 8, albeit possibly by sub-division of current CTA sub-sections (as shown in the UK AIP Control Zone and Control Area/CTR Chart at page ENR 6-38).

Changes to CTA 2 (west of Bournemouth) and CTR 7 have not been considered as they are considered to be included in any future ACP originated by Bournemouth Airport.

It is further considered that the Southampton CTR lateral limits to the east and west of the airport could be contracted, being replaced by CTA with a lower limit of 1500 FT.

It would appear that any additional controlled airspace will need to be focussed on areas to the north-east and south-west of the CTR in order to protect aircraft on or shortly before intercepting the final approach track for either runway. From what we perceive from the limited design requirements already disclosed we currently have no concern.

From an environmental viewpoint the impression given was that even at this early stage of the ACP the focus appears to be on accommodating an IAP for runway 20 for arrivals from the north that involves at 360 degrees turn in the vicinity of a congested area, namely the City of Winchester, rather than accommodating a direct approach.

From:
Sent: 27 July 2022 15:21
To: #SOU Airspacechange
Subject: RE: Southampton Airport asks for your feedback on its Airspace Change Proposal by Tuesday 9th August 2022

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue category, Green category

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Hi

I am not sure if this is how I feedback, so please advise if not the right way.

My team have looked at your ACP, with a couple attending the presentations, we don't have any concerns with any of the proposals and don't believe it would impact any of our operations.

We do very much appreciate including us as part of this process.

Many thanks,

This is a reminder to give Southampton Airport your feedback on its approach to developing route options, if you have not already done so.

We have **extended the feedback deadline by two weeks to secure your comments; the new feedback deadline is Tuesday 9th August 2022.**

It is important that we secure feedback from a wide range of stakeholder types, so we would encourage you to use this opportunity to provide your comments.

We recently held three Stakeholder Briefing sessions to outline our approach to options development. If you were unable to attend a session or would like to hear the presentation again, a recording is now available on the website at <https://southamptonairport.consultationonline.co.uk/>.

Further information

We'd like to thank all those who have contributed to date to Southampton Airport's ACP; we remain committed to ensuring your organisation can provide feedback on how the airport should progress its part of the UK-wide Airspace Modernisation Strategy.

Should you have any questions, please view our [FAQ](#) page, which covers many of the most common queries. You can also find out more about the Airspace Modernisation Strategy [here](#) and Southampton Airport's ACP [here](#).

If you would like information not covered in this email, please contact us on **0800 298 7040** or via email at airspace.change@southamptonairport.com.

Yours sincerely,

 **Southampton Airport**

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Feedback (1) (C-27127) 30-06-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

30-06-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (4)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

New Forest District Council

Participants

Agenda no

Subject categories

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Participants

Agenda no

Subject categories

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

Very good animation video which showed the existing situation and the broad needs for the changes proposed. Very good briefing webinar which was comprehensive and all questions were answered.

From: [REDACTED]
Sent: 10 July 2022 17:01
To: #SOU Airspacechange
Subject: Airport's Airspace Change Proposal Feedback and Questions

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue category, Red category

You don't often get email from [REDACTED] [Learn why this is important](#)

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On behalf of AXO Southampton I would like to make the following comments:

1. We are unsure whether the numbering of the design principles is intended to indicate priority. If it is, we request that minimising noise (7) is given priority above environment (6) and preferably higher still. This is because although we are obviously concerned about climate change emissions and pollution, aircraft noise from Southampton Airport is excessively high (as noted by EBC Environmental Health in response to the initial planning application, in relation to size of the airport). Aircraft noise affects many more people than most UK airports including most of the larger ones and the increase in noise impacts from the runway extension is forecast to increase proportionally more than the impacts on pollution and climate change. This is why we feel that taking this opportunity to reduce the burden of noise on local people is extremely important.
2. We note there was no indication of possible respite routes in the options presented. With more planes potentially concentrated over fewer people the use of respite routes would become more important, especially for runway 20 which takes most of the traffic.
3. The wording of principle 7 ('to minimise and where possible reduce') implies that noise impacts may not necessarily be reduced compared with current routes. We note the planning application for the runway extension promised a noise cap, ie limit on the size of the 51dB contour at the level consistent with 3mppa, but this would have applied only until any airspace change, which means it won't now come into force. At the planning meeting reassurance was given that this didn't matter because airspace change might give opportunity to reduce noise levels further - but without a new cap being applied it cannot simply be assumed that over time noise could rise beyond expected levels. Are there plans to introduce an equivalent cap once the new airspace is decided? If not, what assurance can be given to communities under the flight path that noises cannot rise without limited?
4. We are unsure what the purpose of the formal public consultation is, given that you stated in response to one of the questions that little change would be possible following the consultation. Is it therefore just a tick box exercise to satisfy the CAA?
5. We would like more information on how noise modelling is carried out. Does it include effects such as wind and local structures (reflecting and shielding) and the presence of the bund (and its removal with the runway extension).

6. We would like to protest at the misleading claim in the video which you showed about about the benefits of aviation, that it brings in £20m from inbound tourism. This ignores the £30m taken out of the economy by outbound tourism, so the video should either have acknowledged this or quoted the net (i.e. negative) impact of tourism on the economy.


AXO

Members all around Southampton airport.

<https://axosouthampton.wordpress.com/>

[REDACTED]

From: [REDACTED]
Sent: 04 August 2022 18:34
To: #SOU Airspacechange
Subject: Re: REMINDER: Southampton Airport asks for feedback on its Airspace Change Proposal by Tuesday 9th August 2022

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue category

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Some points on stage 2 presentation.

1 Option 4 would result in the closure of Lasham Gliding club, which I believe is the world's biggest gliding site.

2 The traffic figures you used were for just before Flybe stopped operations. Perhaps figures for just after might

Be more relevant.

3 Airspace "modernisation" should mean LESS controlled airspace. Also when planning extra CAS please take in

consideration the huge increase in CAS around Farnborough and the reduction of safety to GA and gliders by

producing pinch points and unsafe concentrations of light aircraft. Any increase in CAS around Southampton/Lasham/Basingstoke would not enhance safety.

Regards,

From: Airspace Change Southampton <airspace.change@southamptonairport.com>

Sent: 04 August 2022 10:56

To: [REDACTED]

Subject: REMINDER: Southampton Airport asks for feedback on its Airspace Change Proposal by Tuesday 9th August 2022

Dear [REDACTED]

REMINDER: Southampton Airport asks for feedback on its Airspace Change Proposal by Tuesday 9th August 2022

This is a reminder to give Southampton Airport your feedback on its approach to developing route options, if you have not already done so.

Further to our previous email, **the feedback deadline is Tuesday 9th August 2022.**

It is really important that we secure feedback from a broad range of stakeholder types, so we would ask that you use this opportunity to provide your comments.

We recently held three Stakeholder Briefing sessions to outline our approach to options development. If you were unable to attend a session or would like to hear the presentation again, a recording is now available on the website at <https://southamptonairport.consultationonline.co.uk/>.

Further information

We'd like to thank all those who have contributed to date to Southampton Airport's ACP; we remain committed to ensuring your organisation can provide feedback on how the airport should progress its part of the UK-wide Airspace Modernisation Strategy.

Should you have any questions, please view our [FAQ](#) page, which covers many of the most common queries. You can also find out more about the Airspace Modernisation Strategy [here](#) and Southampton Airport's ACP [here](#). If you would like information not covered in this email, please contact us on **0800 298 7040** or via email at airspace.change@southamptonairport.com.

Yours sincerely,

[Redacted]

Southampton Airport

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Feedback (1) (C-29038) 20-07-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

20-07-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (7)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Popham Airfield

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Please can you provide feedback on how the various additional sections of Controlled Airspace would affect your operations for each option.

Feedback / Answers

There is an inbuilt assumption that remodelling the airspace would involve the extension, laterally or vertically, of existing pattern. It is understood that this is due to the adoption of STAR procedures (or contemporary equivalents). This will impact detrimentally on general aviation operation and safety to the NE & SW of the EGHI centrelines, as well as impacting, certainly, the E centreline at EGGH. In none of the 2A presentations was any indication given as to any trade-off suggestions which may improve safety by alleviating airspace pressure on these pinch points (e.g. raising base of CTA2 or changing its extent laterally, or indeed stepping what is a very large area to the SW of CTA2). The result is that consultees are 'led' into an expectation that this what will happen. The area around Popham and Lasham, already 'squeezed' by Farnborough ACP, has become, and will become more of a funnel to the detriment of the DP1 (& DP13).

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Please can you also advise of any amendments/suggestions/recommendations you may have on the existing volume of Controlled Airspace which would most benefit your operation.

Feedback / Answers

I would like to have seen a further option explored which is not based on and illustrated by the existing controlled airspace. The routings used to define inbound and outbound STARs and SIDs are all based within the confines of this CAS, no attempt is made to 'blue sky' the whole potential airspace areas. As I understand CAP1711 such attempts should be made (DP2) to look anew at how these layouts could work. This might then lead to the consideration of GA as an element in the traffic flow, not just as an entity to be 'kept out'.

More mention should be made of future technologies, given the timescale of the ACP. Flexibility should be built into the detailed consultation to allow for, nae assume, that capabilities of both GA and CAT in conspicuity and operational capability will change rapidly (e.g. DP14). In other words, the CAS design this consultation illustrates is currently antiquated (mid 1990's) and will continue to be so unless more forward looking.

Participant

Agenda no

Subject categories

-

-

-

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

The engagement by both Southampton Airport staff and their consultants has been open and flexible, given the current constraints. It is a time-honoured and proven method by which staff have attempted to give clarity to what is a very long drawn out process.

Participants

Agenda no

Subject categories

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

Having missed an earlier consultation stage, I do not see any specific mention of 'infringements' or 'infringement reduction' (in the design principles). I would be interested to see the CAA's comments and policy on existing risk and mitigations included more visibly, especially as regards impact on GA pinch-points.

[Redacted]

From: [Redacted]
Sent: 31 July 2022 12:30
To: #SOU Airspacechange
Cc: [Redacted]
Subject: Comments from Colden Common Parish Council - Airspace design
Attachments: Airspace design principle.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue category, Red category

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The Parish Council is concern about how the airport prioritised the airspace design principles.

No information is given on how the airport concluded the priority of the items DP1 to DP15. No evidence or weighting is given how these priorities were decided, and no opportunity has been given for comments on the priority order.



[Redacted]
[Redacted]
Web www.coldencommon-pc.gov.uk
[Redacted]
[Redacted]
[Redacted]

[REDACTED]

From: [REDACTED]
Sent: 12 July 2022 18:56
To: #SOU Airspacechange
Cc: [REDACTED]
Subject: Excessive noise intrusion
Follow Up Flag: Follow up
Flag Status: Flagged
Categories: Green category, Blue category, Red category

CAUTION: External email. Unless you recognise the sender and know the content is safe, do not click links or open attachments. Please report anything suspicious or abusive by using the 'Report Phishing Email' button.

Dear [REDACTED]

Just one question and how can it be that the noise preferred route is over local communities such as ours I Southampton which is made up of so many families with children ? Many of which include attend local schools such as the two in Bitterne that are regularly distributed by the now larger and more intrusive flights or not allowed the chance of quality time at home with their families due to excessive flights at the weekends some of which start as early as 07:00 on a Sunday morning ?

How can this be a noise preferred route ?

Warm regards,

Local residents of Bitterne park, Southampton.

Sent from my iPad

Feedback (1) (C-30723) 08-08-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

08-08-22

No of participants

1

Type of communication

Feedback Form

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (8)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Lasham Gliding Society and the British Gliding Association.

Participants Agenda no Subject categories

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

No

Participants Agenda no Subject categories

Description / Questions

Please explain your answer

Feedback / Answers

Full response has been sent to the Southampton airspace email.

Participants Agenda no Subject categories

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

Yes

Participants Agenda no Subject categories

Description / Questions

Please explain your answer

Feedback / Answers

Full response has been sent to the Southampton airspace email.

Participants Agenda no Subject categories

Description / Questions

Please can you provide feedback on how the various additional sections of Controlled Airspace would affect your operations for each option.

Feedback / Answers

Full response has been sent to the Southampton airspace email.

Participants Agenda no Subject categories

Description / Questions

Please can you also advise of any amendments/suggestions/recommendations you may have on the existing volume of Controlled Airspace which would most benefit your operation.

Feedback / Answers

Full response has been sent to the Southampton airspace email.

Participants

Agenda no

Subject categories

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

Online presentations worked well and got across then relevant information

Response to Southampton ACP Stage 2B.

6th of August 2022.

Intro.

My name is [REDACTED] and I am currently the [REDACTED] [REDACTED] for Lasham Gliding Society. I also sit on the British Gliding Association's Airspace Sub-committee, and as a result I have developed the following response to the Stage 2A Engagement seminar, on the "Comprehensive List of Options", on behalf of both Lasham Gliding Society, and the British Gliding Association.

Last document update on the CAA website.

It is noted that the last update on the CAA's ACP portal, was a letter to ACOG dated the 11th of February 2022.

Not to seek feedback on specific routes.

It is noted that on slide 8 the following was stated, "The purpose of this session is to explore, and test our approach to developing the options". It was then stated in the presentation, that the purpose was **NOT** to seek feedback on individual routes.

From slide 24 the presentation then covered "A Comprehensive List of Options". When we look at these options, it appears to show specific routes that would be flown. As they were included in the presentation, I feel that we have to comment at this stage on a number of these options, as there are issues that are relevant to the Gliding and GA community, and these need to be addressed before the ACP moves towards stage 3.

Design Principles.

I have reviewed the Design Principles, and would like to make the following observations.

DP 5. "SOU's master plan traffic forecasts". Have these been reviewed in light of the activity levels in the last 2 years, and the current economic forecast.

DP 13. "Avoid increasing the overall volume of controlled airspace". Both the Gliding and GA community, are the main users of the Class G airspace in an area from the North West of Winchester, all the way around to the South East, in the Portsmouth area. The Gliding and GA community would actively oppose, on the grounds of safety, any increase in the amount of Class D airspace in these areas.

Movement data.

Slides 12 and 13 look at movement data, and flow rates of aircraft movements from different directions. This data is based on 2019 movement numbers, which were before both the COVID pandemic, and the demise of Flybe, who were one of the main users of Southampton Airport. We feel that using the 2019 movement figures, is a misrepresentation of the activity levels that the airport is currently experiencing, or could experience in the future. In order to justify the implementation of airspace, almost all airports that are carrying out ACP's, tend to overstate the future movement numbers. We would ask that current movement data for 2021, and 2022 are

included in the ACP submission, so that a realistic comparison with other airports activity levels can be made.

Traffic outside controlled airspace.

1) Traffic density to the North and East of the current airspace.

Slide 16 shows the traffic data for both the Flarm, and ADS-B equipped aircraft, that are operating in the Class G airspace around the Solent zone. This data was compiled for a period during 2019, and as stated it does not represent the current traffic flows, as this is pre the implementation of the Farnborough Class D airspace.

Lasham Gliding Society is already aware that since the implementation of the Farnborough Class D airspace, the amount of GA and Glider traffic that is operating in the “Choke point”, between the Solent and Farnborough zones has increased, and also the number of Airprox reports are also on the rise.

Lasham Gliding Society have access to historic Flarm and ADS-B data, and can provide if required, information to show that traffic levels in the 14km wide corridor, between the two zones has increased since the end of the COVID lockdown, and has now probably exceeded the levels shown on the 2019 map.

2) Airspace should not be pushed further to the North for the following reasons.

For the reasons given above, it is clear that any increase of airspace to the North would create a number of issues for Glider and GA pilots, as well as the airfields at Popham and Lasham.

- a) Extending the Solent airspace by just 2nm North, would reduce the distance between the Farnborough and Solent zones, from 7.5nm to 6nm, thus creating a very narrow choke point over the busiest Gliding airfield in the country.
- b) With the current position of the Solent airspace (CTA-5), there is enough room for powered and glider traffic, to transit to the South of Popham airfield, while remaining clear of the Solent zone. If the Solent Zone was extended just 2nm North, then it would mean that the edge of CTA-5, would be less than 1.5nm from Popham airfield. In my opinion this would greatly increase the number of overflights of Popham airfield, both by GA and Gliders, with the result that the MAC risk would increase.
- c) Any increase in the size of the Solent Zone to the North, would reduce the distance between CTA-5, and the Middle Wallop MATZ/ATZ, with the result that traffic would be funnelled into a very narrow area.

3) Proximity of other airspace will create choke points.

With the implementation of the Farnborough Class D airspace, the area of Class G airspace around Lasham, Popham and Middle Wallop, has become one of the busiest uncontrolled airspace routes in the country. Although it will take a couple of years to get the full picture

of the risk levels, in this condensed area of Class G, it is already becoming clear that these choke points, have created an increase in the number of Airprox reports, and local airfield overflights. Any changes to the positions of the Class D airspace, will export more risk to the users of the Class G airspace.

List of options.

As stated earlier in this document there are a number of the options that should be commented on, as they already throw up some red flags for the users of Class G airspace.

1) Lowering of the stubs CTA 3 and CTA 5.

When the options for a PBN transition to the runway 20 approach were discussed, and it was stated that due to the current containment requirements for this type of procedure, the sections of airspace classified as CTA-3 and CTA-5, would have to be lowered by 500ft.

- a) The areas of Class G airspace underneath CTA-3 and CTA-5, are areas that are only lightly used by Glider pilots due to the close proximity of the ground, and the risk of an outlanding, but that is not the case for GA traffic. Many GA aircraft transit underneath these stubs while routing either East or West, as there is currently sufficient terrain clearance (Obstacles and the 500ft rule), under either the 2000ft or 2500ft sections. If these sections are lowered by 500ft, then it may force pilots to fly around the edges, rather than underneath, thereby exporting the MAC risk further to the North.

In my opinion it should be a requirement for the ACP sponsor, to review the traffic levels in the area's underneath CTA-3 and CTA-5, and carry out a safety analysis of the risks of lowering the two airspace stubs.

- b) We have recently been informed that the CAA are reviewing the airspace containment requirements for PBN procedures, and a possible reduction of the containment criteria. We would like to be assured that if there is a change in the containment criteria, then this will be incorporated into the ACP.

2) Option 4.

On slide 48 of the presentation (Option 4 Controlled Airspace Considerations), a picture shows the possibility of an option, for straight in approaches from the North to runway 20, and details the height at which any extended airspace would need to be.

As stated in earlier parts of this document, we would strongly object to any increase in the amount of Class D airspace, to the North of CTA-5, due to the impact to GA and Gliding safety, in the remaining Class G airspace.

3) CTA 6 triangle looks like it could be drastically reduced.

The second paragraph on Slide 48 states that “There may be scope to reduce the volume of the existing CTR’s”. It then talks about the possible reductions to CTA’s 2,4,6 and 8. CTA’s 2,4 and 8 are of little relevance to Gliding, but a reduction in the size, and an increase in the height of CTA 6, would be very welcome, as this triangle of airspace tends to funnel VFR traffic around it and through a corridor that been created by the implementation of Farnborough’s TMZ CTA 8.

██████████

████████████████████

Lasham Gliding Society.

[REDACTED]

From: [REDACTED]
Sent: 09 August 2022 10:04
To: #SOU Airspacechange
Cc: [REDACTED] Twyford Parish Council; Clerk
Subject: Re: Southampton Airport asks for feedback on its Airspace Change Proposal TOMORROW

Categories: Blue category

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[REDACTED]

As with other local communities who currently suffer from noise and environmental pollution from the airport, there is no sense of consultation with our community about the proposed changes. This includes the Parish Council and local resident's groups (e.g. Compton Down Society). It is also felt that Winchester is being excluded from input (e.g. NPRs) this is difficult to justify and removes a large number of people from input and consultation. It is easy to see this as a convenience rather than a desire for local input.

We have a special school in Compton-

<https://www.get-information-schools.service.gov.uk/Establishments/Establishment/Details/116642>

160 special pupils. We also have 2 junior schools. These sites can be and are overflowed at surprisingly low altitude by aircraft taking shortcuts as they are not being controlled. These sorts of needs are not addressed by your consultation. Less populated routes are available.

I attended the July 2019 presentations and made a note at that time- *"industry and GA shaping the "priorities" to their own ends. GA seem a bit over represented considering how many residents are affected"*. This still applies, commercial interests taking priority over local pollution and disturbance/quiet enjoyment.

The design options are presented rather than consulted on in any meaningful way. Instead, the process has been deliberately dovetailed into specific options rather than the "intention" which is consultation on the process itself. In your FAQs, you mention "public consultation" at a later point but this will be about the choices the airport has already made and not about involving the community in real decisions and choices.

The CAA rules about noise consideration below 4000 feet having priority appears to be absent as a consideration.

Stage 3 data and consideration seem to be missing.

The diagrams and illustrations are very poor in terms of detailed information. Have runway 20 arrivals been missed?

Could you tell me where the various representations will be posted/hosted and how they will inform the progress of the proposals?

Many Thanks

[REDACTED]

(On behalf of Compton and Shawford Parish Council)

On 8 Aug 2022, at 09:47, Airspace Change Southampton <airspace.change@southamptonairport.com> wrote:

[REDACTED]

Southampton Airport asks for feedback on its Airspace Change Proposal by TOMORROW

If you have not already done so, this is a reminder to give Southampton Airport your feedback on its approach to developing route options.

Further to our previous email, **we are asking for your comments by midnight tomorrow (Tuesday 9th August 2022).**

It is important that we secure feedback from a broad range of stakeholder types, so we would ask that you use this opportunity to provide your comments.

We recently held three Stakeholder Briefing sessions to outline our approach to options development. If you were unable to attend a session or would like to hear the presentation again, a recording is now available on the website at <https://southamptonairport.consultationonline.co.uk/>.

Further information

We'd like to thank all those who have contributed to date to Southampton Airport's ACP; we remain committed to ensuring your organisation can provide feedback on how the airport should progress its part of the UK-wide Airspace Modernisation Strategy.

Should you have any questions, please view our [FAQ](#) page, which covers many of the most common queries. You can also find out more about the Airspace Modernisation Strategy [here](#) and Southampton Airport's ACP [here](#).

If you would like information not covered in this email, please contact us on **0800 298 7040** or via email at airspace.change@southamptonairport.com.

Yours sincerely,

[REDACTED]

Southampton Airport

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COMPANY PARTICULARS: For information about Southampton International Airport, please visit www.southamptonairport.com



Website: www.southdowngliding.co.uk

Email : Airspace@SouthdownGliding.co.uk

Southdown Gliding Club Ltd

Office Number : [REDACTED]

1st August 2022

Subject : SOU Stage 2A Engagement Feedback

I am writing on behalf of the Southdown Gliding Club in response to your request for feedback regarding the Southampton Airspace Change Proposal.

Your requests for information are somewhat contradictory as it says that you are only looking for feedback on the assumptions used for a basis of the proposed change, but elsewhere you ask for feedback on the options also. On this basis, I will provide feedback on both areas.

The ACP is being submitted under CAP 1616, and one of the changes with this new standard was to consider the *justification* for the change. With the demise of FlyBe which was a big percentage of the Southampton movements, and the typical hourly departures and arrival rates being very low, we would question any proposal which has, as a consequence, more airspace required as something which is not justifiable and in direct violation with the CAP 1616 principles.

In the latest proposal document, you discuss the ideas of releasing airspace as a consequence of the change, but the majority of this is to the South of your airport which is not really of benefit to our glider pilots.

Slide 16 in your latest Stage 2A document shows the problem really well. GA & Gliding traffic mostly go around the East, North and West of the existing airspace as you show in the density plot. Any changes to the lateral boundaries of that airspace would be a *disaster* for us, although we would *not* have a major problem with a change to the vertical altitude of that airspace for gliders would not typically go below the 2500' airspace at the northern edge.

In addition, and as predicted, the gap between your airspace and the Farnborough airspace has produced a significant GA choke-point. I almost died about 18 months ago when I was nearly struck from behind by a DA62 descending towards Goodwood. This airprox was investigated by the Airprox board.

Gliders flying on cross-country from Southdown Gliding Club, generally go to the west and end up having to cross this choke point. It is our only way to go inland where the soaring conditions are generally better, so you can understand why the Northern and eastern boundary of your airspace is already a big issue for us. In addition, our pilots fly down to the west-country on approximately 30% of the cross-country flights and are already forced to make a substantial diversion to go around the north side of the existing airspace, so once again your airspace on the West, North and East are already a major issue for us and we would not like to see *these* boundaries growing outwards at all.

So, to just touch on the four options you discussed in your stage 2A document, options 1..3 *may* be acceptable, as they tend to imply that the critical boundaries mentioned above may stay largely the same as today (although some altitudes may change). Clearly, we would need to see the airspace designs that evolved based on options 1..3 to comment fully.

Option 4 would be a **major problem** for us and I suspect ALL other neighboring gliding clubs and also other GA users. We would urge you to not pursue this option any further.

Regarding the design principles, some of which you discussed in the meeting, and some were only briefly touched on verbally, we have some comments and questions :-

- Approach angles should be best in class, noting that London Heathrow use a 3.2-degree final approach segment on their RNP approaches, so we would hope that you could use something similar.
- You mentioned that you would design on the basis of an 8% climb gradient, whilst our request is that you use a figure which represents modern-day aircraft climb performance thereby minimising use and size of lower airspace.
- You referred to a 3NM containment from a PBN route to the edge of controlled airspace, whilst at the same time mentioning that you often use a smaller buffer under tactical control today. The benefits that come from implementing prescribed tracks should make it perfectly possible to challenge the UK CAS Containment policy (specified by the CAA) and a more representative value of 2NM used, reducing the lateral impact on controlled airspace in your more detailed designs.

Finally, the overall timing of this ACP must be questioned. The demand for a new design and more airspace is not urgent, as I mentioned above and based upon current activity levels. As we all know, a major modernization of the South of England Airspace (AMS) is under way. These changes will embody many of the changes I have mentioned above and hold the potential for Continuous Climb and Descent Operation (CCO / CDO) and when combined with the use of more realistic climb and descent profiles hold the potential for a *real reduction* in low level airspace around many airports.

It is clear that the future airspace designs for the 'second-tier' airports can be significantly improved as they make use of some of the areas made available by the AMS, and the resulting designs can have major benefit both for those airports and for GA traffic alike. This seems like a win-win which could be missed should Southampton rush ahead and implement a new design based on the South-East airspace designs of today.

We would propose that the SOU ACP efforts are delayed to better synchronize with the output of the AMS work that is being developed.

Very Best Regards



 Southdown Gliding Club.

CC : Lasham Gliding
Bath and Wilts Gliding Club
Portsmouth & Naval Gliding Club
East Sussex Gliding Club
The British Gliding Association

Feedback (1) (C-30724) 09-08-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

09-08-22

No. of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (1)

Participants

-

Agenda no.

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

MP for East Hampshire

Feedback (1) (C-29045) 21-07-22

GENERAL INFORMATION

Title	
Feedback (1)	
Description	
Feedback (1) - summary	
Status	Type of communication
Recorded	Feedback Form
Subject categories	
-	
Address	
Engagement plans	
Southampton Airport Stage 2 2022	
Date	
21-07-22	
No of participants	Manually set the number of participants
1	<input type="checkbox"/>

ATTENDEES

Participants (1)

Participant	Positions
[REDACTED]	-
Present	
Yes	

INTERACTIONS

Discussion points (3)

Participants	Agenda no	Subject categories
-	-	-
Description / Questions		
What organisation are you representing?		
Feedback / Answers		
Allbrook Parish Council		

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

From: [REDACTED]
Sent: 20 July 2022 09:18
To: #SOU Airspacechange
Subject: Re: Southampton Airport asks for your feedback on its Airspace Change Proposal by Tuesday 9th August 2022

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue category, Red category

You don't often get email from councillor [REDACTED]. [Learn why this is important](#)

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Good morning

My only comments at this stage having taken part in the stakeholder briefs was to ensure whatever decision is taken it doesn't make the situation worse for those who live directly under flight path in Southampton. I imagine the changes won't impact much as there wouldn't be much room for manoeuvre that close to the end of the runway.

Regards

[REDACTED]

[REDACTED]

Councillor [REDACTED]

From: Airspace Change Southampton <airspace.change@southamptonairport.com>

Date: Tuesday, 19 July 2022 at 17:33

To: [REDACTED]

Subject: Southampton Airport asks for your feedback on its Airspace Change Proposal by Tuesday 9th August 2022

Dear [REDACTED]

Southampton Airport asks for your feedback on its Airspace Change Proposal by Tuesday 9th August 2022

This is a reminder to give Southampton Airport your feedback on its approach to developing route options, if you have not already done so.

We have **extended the feedback deadline by two weeks to secure your comments; the new feedback deadline is Tuesday 9th August 2022.**

It is important that we secure feedback from a wide range of stakeholder types, so we would encourage you to use this opportunity to provide your comments.

We recently held three Stakeholder Briefing sessions to outline our approach to options development. If you were unable to attend a session or would like to hear the presentation again, a recording is now available on the website at <https://southamptonairport.consultationonline.co.uk/>.

Further information

We'd like to thank all those who have contributed to date to Southampton Airport's ACP; we remain committed to ensuring your organisation can provide feedback on how the airport should progress its part of the UK-wide Airspace Modernisation Strategy.

Should you have any questions, please view our [FAQ](#) page, which covers many of the most common queries. You can also find out more about the Airspace Modernisation Strategy [here](#) and Southampton Airport's ACP [here](#). If you would like information not covered in this email, please contact us on **0800 298 7040** or via email at airspace.change@southamptonairport.com.

Yours sincerely,


 **Southampton Airport**

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Feedback (1) (C-29136) 24-07-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

24-07-22

No. of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

Hursley Parish Council

Present

Yes

INTERACTIONS

Discussion points (4)

Participants

-

Agenda no.

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Hursley Parish Council

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

The recent presentation by SIA set out a process where SIA took all the important decisions alone, without the communities affected having a fair say on how the design principles should be weighted and applied. This leaves communities exposed to implementations that meet SIA's objectives, but will not offer Winchester communities the protection they deserve. Evidence for this concern is already found in the presentation SIA provided.

In response to this weakness, where SIA may easily exploit its exclusive decision making position, Otterbourne has led the call for the process to be amended with the following changes:

(1) Communities in Winchester should not be excluded, but fully engaged with SIA in all decision making steps from the translation of the design principles into draft route and airspace change options.

(2) To facilitate appropriate community engagement, investigation and decision making for the airspace changes over Winchester district, should involve representatives from WCC, HCC and affected Parish Councils

(3) As there is likely to be post implementation issues, the engagement of the communities should continue beyond initial implementation so communities can ensure all future decision making considers the Winchester community viewpoints fairly.

The parish of Hursley supports the parish of Otterbourne and its concerns.

Feedback (1) (C-30730) 09-08-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

09-08-22

No of participants

1

Type of communication

Feedback Form

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (7)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Eastleigh Borough Council

Participant

Agenda no

Subject categories

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participant

Agenda no

Subject categories

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Participant

Agenda no

Subject categories

Description / Questions

Please can you provide feedback on how the various additional sections of Controlled Airspace would affect your operations for each option.

Feedback / Answers

n/a

Participant

Agenda no

Subject categories

Description / Questions

Please can you also advise of any amendments/suggestions/recommendations you may have on the existing volume of Controlled Airspace which would most benefit your operation.

Feedback / Answers

n/a

Participant

Agenda no

Subject categories

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

Worked well: More detailed maps of Eastleigh Borough were provided on request.

Participant

Agenda no

Subject categories

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

While the design principles have been taken into account in devising 4 options, we are yet to give a view on the balance of those design principles and the optimum outcome for Eastleigh residents. It may be necessary in arriving at the best outcome for further options to be devised, as indicated in the presentations. The main issues of concern for Eastleigh Borough Council beyond safety are noise (volume, type, frequency, intensity, duration), climate change and air pollution. We expect the Airport to fulfil its obligations as set out in the s106 agreement in relation to the runway extension; the Council will only consider variations to that agreement that would see improvements for Eastleigh borough (e.g. noise impacts and quality of life for residents).

Feedback (1) (C-29794) 31-07-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

31-07-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (8)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Vantage Aviation (at Thruxton)

Participants - Agenda no - Subject categories -

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

No

Participants - Agenda no - Subject categories -

Description / Questions

Please explain your answer

Feedback / Answers

Design Principles

We have a number of concerns that you have NOT fully taken into account the Design Principles when developing your comprehensive list of route options.

Our main concerns are the likely changes required to lower the base of controlled airspace of CTA2 to 1,500'; CTA3 +5 to 1,500' and to extend the CTR South Westerly towards Bournemouth. Our concerns apply to all four options. We consider these likely changes are not in line with Design Principles DP1; DP3; DP5; DP13 and DP15.

DP1. General Aviation users will NOT be as safe as they are today.

GA traffic routing beneath CTA2 eg Stoney Cross – Beaulieu – Cowes etc will need to fly no higher than 1,300' QNH (vide 1,800' today) to avoid infringement. The minimum safe altitude for this transit VFR is also approximately 1,300' allowing for unmarked obstructions. GA traffic flying opposite directions and maintaining accurate tracks to remain laterally clear of the Southampton and Bournemouth CTRs will be in conflict, with little time or space to manoeuvre.

GA traffic crossing the Solent towards the IoW will have insufficient altitude to glide clear of the Solent.

GA traffic routing beneath CTA3 and 5 will need to fly no higher than 1,300' (vide 1,800'/2,300' today). The minimum safe altitude for this area VFR is approximately 1,300' allowing for unmarked obstructions. GA traffic flying in opposite directions will be in conflict.

DP3. Lowering the base of CTA2 will create a vertical bottleneck to GA traffic. This bottleneck will also be narrowed laterally if the Southampton CTR is extended South West towards Bournemouth. This will lead to a significant increase in airspace infringements by GA traffic.

DP5. Southampton ATC will need to provide sufficient ATC Staff to encourage and accommodate Zone transits of CTA2 and the CTR.

DP13. All four Options increase the volume of controlled airspace. There appears to be no useful benefit to GA of any of the possible increased volumes mentioned in the Report.

DP15. Overall, GA access to the IoW and onward to the Channel Islands and Europe will be made less attractive and less safe.

Participants - Agenda no - Subject categories -

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Participants - Agenda no - Subject categories -

Description / Questions

Please can you provide feedback on how the various additional sections of Controlled Airspace would affect your operations for each option.

Feedback / Answers

Training flights from Thruxton around the Solent CTA eg Chilbolton - Stoney Cross - Lymington - Cowes - Hayling Island - New Alresford will be less safe.

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Please can you also advise of any amendments/suggestions/recommendations you may have on the existing volume of Controlled Airspace which would most benefit your operation.

Feedback / Answers

Raising the base of CTA2 from 2000' to 2500' and/or providing sufficient Air Traffic Control Staff to accept far more Zone Transit requests and provide a LARS service to non-transit traffic.

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

Face-to-face discussion with plenty of time to resolve misunderstandings

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

No. But thank you.

[REDACTED]

From: [REDACTED]
Sent: 08 August 2022 19:01
To: #SOU Airspacechange
Subject: RE: Southampton Airport asks for feedback on its Airspace Change Proposal TOMORROW

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue category

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear [REDACTED]

Thank you for your email. I have no comment to make on this consultation but I have read the documents you have linked to with interest, and thank you for sharing them with me.

Kind regards,

[REDACTED]

[REDACTED]
Member of Parliament [REDACTED]

From: Airspace Change Southampton <airspace.change@southamptonairport.com>
Sent: 08 August 2022 09:47
To: [REDACTED]
Subject: Southampton Airport asks for feedback on its Airspace Change Proposal TOMORROW

Dear [REDACTED]

Southampton Airport asks for feedback on its Airspace Change Proposal by TOMORROW

If you have not already done so, this is a reminder to give Southampton Airport your feedback on its approach to developing route options.

Further to our previous email, **we are asking for your comments by midnight tomorrow (Tuesday 9th August 2022).**

It is important that we secure feedback from a broad range of stakeholder types, so we would ask that you use this opportunity to provide your comments.

We recently held three Stakeholder Briefing sessions to outline our approach to options development. If you were unable to attend a session or would like to hear the presentation again, a recording is now available on the website at <https://southamptonairport.consultationonline.co.uk/>.

Further information

We'd like to thank all those who have contributed to date to Southampton Airport's ACP; we remain committed to ensuring your organisation can provide feedback on how the airport should progress its part of the UK-wide Airspace Modernisation Strategy.

Should you have any questions, please view our [FAQ](#) page, which covers many of the most common queries. You can also find out more about the Airspace Modernisation Strategy [here](#) and Southampton Airport's ACP [here](#).

If you would like information not covered in this email, please contact us on **0800 298 7040** or via email at airspace.change@southamptonairport.com.

Yours sincerely,

, **Southampton Airport**

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[REDACTED]

From: [REDACTED]
Sent: 10 August 2022 08:27
To: #SOU Airspacechange
Subject: Airspace change Southampton

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue category, Red category

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Yes I am happy that the Design principles have been met when developing the route options

I do not at his tie believe there are any further considerations related to the design principle.

[REDACTED]

[REDACTED]

Bournemouth Airport

Feedback (1) (C-30716) 08-08-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

08-08-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (3)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Gatwick Airport Limited

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

-

-

-

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Feedback (1) (C-28119) 14-07-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

14-07-22

No of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (5)

Participants

-

Agenda no

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Gatwick Airport Limited

Participants

Agenda no

Subject categories

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

Yes

Participants

Agenda no

Subject categories

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Participants

Agenda no

Subject categories

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

Bilateral engagements should there be interactions between our respective ACPs.

Participants

Agenda no

Subject categories

Description / Questions

Do you have any other comments or feedback?

Feedback / Answers

Southerly departures kink away to reduce overflight, why is not the same applied to northerly departures so as to avoid overflying South Downs?

On 02 departures, there appears to be an easterly bias to the northbound departures (Options 1, 2 and 4). Is this because there is destination demand for these routes to North East or is this bias driven by upper airspace design?

Feedback (1) (C-30719) 08-08-22

GENERAL INFORMATION

Title

Feedback (1)

Description

Feedback (1) - summary

Status

Recorded

Type of communication

Feedback Form

Subject categories

-

Address

Engagement plans

Southampton Airport Stage 2 2022

Date

08-08-22

No. of participants

1

Manually set the number of participants

ATTENDEES

Participants (1)

Participant

[REDACTED]

Positions

-

Present

Yes

INTERACTIONS

Discussion points (7)

Participants

-

Agenda no.

-

Subject categories

-

Description / Questions

What organisation are you representing?

Feedback / Answers

Twyford Parish Council

Participant

Agenda no

Subject categories

Description / Questions

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Feedback / Answers

No

Participant

Agenda no

Subject categories

Description / Questions

Please explain your answer

Feedback / Answers

See letter sent to Mr Szalay of the 8th August 2022

Participant

Agenda no

Subject categories

Description / Questions

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Feedback / Answers

No

Participant

Agenda no

Subject categories

Description / Questions

Please can you provide feedback on how the various additional sections of Controlled Airspace would affect your operations for each option.

Feedback / Answers

See letter sent to Mr Szalay of the 8th August 2022

Participant

Agenda no

Subject categories

Description / Questions

Please can you also advise of any amendments/suggestions/recommendations you may have on the existing volume of Controlled Airspace which would most benefit your operation.

Feedback / Answers

See letter sent to Mr Szalay of the 8th August 2022

Participant

Agenda no

Subject categories

Description / Questions

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Feedback / Answers

See letter sent to Mr Szalay of the 8th August 2022



Twyford Parish Council

[REDACTED]
Southampton International Airport
Wide Lane
Southampton
SO18 2NL

8th August 2022

Dear [REDACTED]

Southampton Airport's Airspace Change Proposal

As part of the Airspace Change Proposal (ACP) initiative Southampton International Airport (SIA) has requested comments on the Stage 2 process for reworking the airspace around the airport.

We have examined the July 2019 PowerPoint presentation and workshop documents relating to discussion about the Design Principles. Following the briefing session 27 June 2022, it is unclear to us and further information is required regarding:

- (1) How agreement of the Design Principles was achieved.
- (2) The translation from Design Principles to Operating Concepts. This appears to have been done pre-emptively, without transparency and full community involvement.
- (3) Moving from Operating Concepts to draft Routes. Again apparently pre-emptively without community engagement or transparency.

We understand that the Design Principles submitted cannot all be fully satisfied by any single proposal given some will be in tension with others, however as they affect community issues, any compromises that were made should be transparent.

The Design Principles relating to safety (1) and alignment with CAA's Airspace Modernisation Strategy (2) seem sensible as priorities, however there is no evidence as to what weighting has been developed for the remainder of the list as then used to develop Operational Concepts.

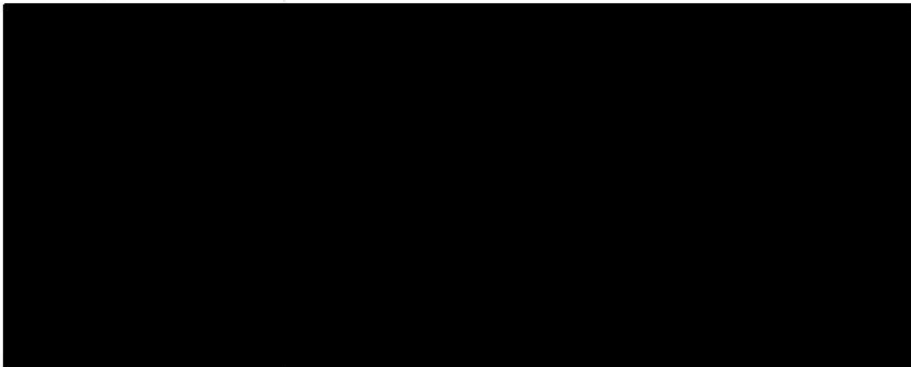
The Design Principles also appear to omit consideration of the regulated rule of noise prioritisation below 4000ft which is an important factor when translating to Operating Concepts and draft routes – see Appx.

SIA has produced Operating Concepts within these presentations and taken forward to propose draft routes, however this has yet to be agreed (Stage 2 Consultation). This appears premature and

draws attention away from the approval process of Design Principles to Operating Concepts to thoughts of routes that have yet to gain community support.

Proposed corrective actions:

- The process used for determining the Design Principles' compromises and weighting for the list to take forward for the Operating Concepts is made transparent.
- The Operating Concepts and route options as presented should be revised and route options published based on the process that is agreed for Stage 2.
- A working group should be formed for the airspace to the North involving representatives from WCC, HCC and the northern parishes impacted by airspace change in order to rework the translation from Design Principles to Operating Concepts, recording decisions, transparency and community engagement.
- This group should also have input into the production of draft routes and the formalisation of routes into CAA submissions. Access to be provided to any and all information required to ensure best possible decision making, including the flooding tool data.
- A post implementation group should be set up to manage the implementation of the plan within the approval that would have come from the CAA. This should not be the SIACC as the issues will be specific to the SIA operating over Winchester districts.



Appendix: 2017 Governments guidelines for the CAA on priorities when changing airspace

- 3.2** To assist the CAA and sponsors, the government laid out the altitude-based priorities which should be taken into account when considering the potential environmental impact of airspace changes. These priorities are intended solely to inform those responsible for considering and deciding permanent changes to the UK's airspace design (section 2.1(a) of this guidance) and not for day to day operations.
- 3.3** Noise from aircraft flying at or above 4,000 feet is less likely to affect the key noise metrics used for determining adverse effects and as aircraft continue to climb above this altitude their noise impact reduces. Set against this, there is also a need to secure an efficient use of airspace and to ensure that aircraft operations emissions are minimised. So when considering requests to change the airspace design, the CAA should apply the following altitude-based priorities of the government:
- a. in the airspace from the ground to below 4,000 feet the government's environmental priority is to limit and, where possible, reduce the total adverse effects on people;
 - b. where options for route design from the ground to below 4,000 feet are similar in terms of the number of people affected by total adverse noise effects, preference should be given to that option which is most consistent with existing published airspace arrangements;
 - c. in the airspace at or above 4,000 feet to below 7,000 feet, the environmental priority should continue to be minimising the impact of aviation noise in a manner consistent with the government's overall policy on aviation noise, unless the CAA is satisfied that the evidence presented by the sponsor demonstrates this would disproportionately increase CO₂ emissions;

From: [REDACTED]
Sent: 09 August 2022 15:24
To: #SOU Airspacechange
Subject: FW: Provide your feedback on Southampton Airport's Airspace Change Proposal by 9th August Chandlers Ford Hiltingbury Parish Council response

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue category, Red category

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: External email. Unless you recognise the sender and know the content is safe, do not click links or open attachments. Please report anything suspicious or abusive by using the 'Report Phishing Email' button.

For the attention of [REDACTED]

As you know I attended the half day session on this, and made "our" concerns as a Parish clear there, So I submit, almost verbatim the same response as EBC, on behalf of the Parish Council Transport Working party

I am not responding as [REDACTED].

We are due to give a response on the current stage of consultation on Airspace changes by 9th August (they extended the deadline from 26th July). The current consultation only asks us whether we feel they have included the design principles previously consulted on and agreed in 2019 in the work they have produced so far. There will be a further public consultation on which option best meets those design principles.

Based on the feedback the following response from us at this stage:

Are you satisfied that we have taken into account the Design Principles when developing our comprehensive list of route options?

Yes

No

Are there any further considerations that relate to the Design Principles which we have not taken into account?

Yes

No

Please outline what worked well in the engagement process and how Southampton Airport can improve its engagement in the future?

Worked well: More detailed maps of Eastleigh Borough were provided on request.

Do you have any other comments or feedback?

While the design principles have been taken into account in devising 4 options, we are yet to give a view on the balance of those design principles and the optimum outcome for Eastleigh residents. It may be necessary in arriving at the best outcome for further options to be devised, as indicated in the presentations. The main issues of concern for our Council beyond safety are noise (volume, type, frequency, intensity, duration), climate change and air pollution. We expect the Airport to fulfil its obligations as set out in the s106 agreement in relation to the runway extension; the Council will only consider variations to that agreement that would see improvements for our Parish area (e.g. noise impacts and quality of life for residents).

Regards,



[REDACTED]
[REDACTED]
Southampton Airport
Wide Lane
Southampton
SO18 2NL

9 August 2022

Dear [REDACTED]

Southampton Airport ACP Stage 2A Feedback

You asked Southampton Airport stakeholders for feedback on its approach to developing route options as set out in its Stage 2A consultation. Airspace4All Services Ltd (ASL) provides professional advice and support on airspace matters to General Aviation organisations. It attended the Stage 2A briefing on 23 June 2022 representing The Airspace4All Trust. This session provided a useful review of the design principles followed by an explanation of the factors effecting the design option. Below I provide the feedback from The Airspace4All Trust.

Engagement Effectiveness

Because this session was conducted as a webinar it was not possible for us to determine which other groups of stakeholders were present. We believe that it benefits the process if groups with similar interest are able to identify but with this format attendees are isolated from each other. We recommend that stakeholders at webinar-based engagement sessions are given the opportunity to declare themselves to others.

The Design Principles (DP)

In setting the scene you highlighted the DPs which include 3 of particular interest to GA:

- DP10 - Maximise operational efficiency for commercial air transport and general aviation users affected by the airspace change.
- DP13 - Avoid increasing the overall volume of controlled airspace and where deemed necessary mitigate the impact by including measures that improve access to GA and do not increase airspace segregation.
- DP15 - Take into account the combination of effects on the operations at neighbouring airports affected by the airspace change.

We considered the design options with those principles in mind.

Comprehensive List of Options

You showed us where aircraft currently fly and the proportion from each sector and illustrated potential routes in the new design.

Perhaps the most important issue for GA was that with the current airspace it would be difficult to accommodate a straight in PBN approach to 20 because of the high base of CAS to the north. On CAS requirements the Briefing summary PPT slide (49) lists "Adjustments required to CTA3/5/6. More required to the West, lower base required to SE around Portsmouth CTA 1 and LTMA 13. Significant lowering of Portsmouth CTA 12 required to accommodate direct arrival from the North to RWY 20."

A lowering of CAS base to the north would have a catastrophic effect on gliding in particular; a large part of GA operations which is unable to operate effectively in CAS and GA operations in general, further compounding the funnelling effect to the north. Furthermore, there are long established balloon operations within the proposed CAS extension to the North, including commercial passenger ballooning. Because of the existing CAS structures for neighbouring airports there appears to be no GA mitigation available for increased CAS to the North. This would be contrary to DP10 and 13 and the principle of DP15. The tone of the presentation on this issue was such that we believe this problem is well understood by the airport but there was no indication of how this might be resolved. It is our opinion that it is not possible to design any airspace structure to contain a standard PBN approach to 20 without closing the airspace to GA operations and removing much of it from the South of England altogether. There are many commercial airports where it is not possible to make a straight-in approach on one or more runways and airlines accept the need for vectoring or circle to land for IFR arrivals. Also, there are airports where a direct departure is not possible, and it may be that Southampton will need a procedure to cope with that. We believe that the options list should examine and present all the possibilities.

As you briefed, neither would it be possible to accommodate PBN transitions/approaches from the south to 20 or from the north to 02 because of the downwind and base leg track design requirements unless CAS "is adjusted". You really mean that CAS would need to be expanded significantly to contain PBN procedures and there would be major and unacceptable impacts on all GA operations as a result.

Again, the options you develop should include options that do not expand the airspace and consider all ways to enable the airport to operate efficiently in the cramped airspace available. It does appear that just implanting the PBN designs will not be practicable, and it may be that PBN is not suitable for Southampton airspace at all.

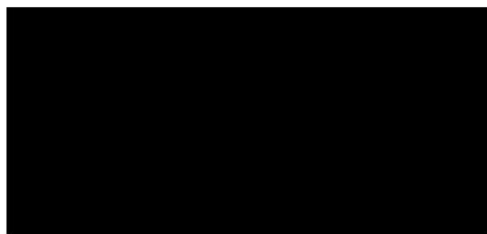
Because of this we believe that Southampton Airport should develop options that do not require increases in CAS. In support of this we would reference:

The terms of reference for ACOG from the Secretary of State in a letter to the Chair of the CAA dated 4 November 2019 requiring a reduction in CAS and,

Paragraph 3 (ba) of the CAA (Air Navigation) Directions 2017 as amended requiring the CAA to ensure that the amount of controlled airspace is the minimum required to maintain a high standard of air safety

We hope this helpful and we believe it best to be clear on these problems at this early stage so we can support the future of the airport in the next stages.

Yours Sincerely

A large black rectangular redaction box covering the signature area.Two small black rectangular redaction boxes covering contact information.

For The Airspace 4All Trust

British Microlight Aircraft Association (BMAA)/Hampshire Microlight Flying Club (HMFC)/Thorney Island Microlight Club (TIMC)

Feedback to Southampton Airport FASI-S Airspace Change Proposal (ACP-2019-03)

Thank you for the request for feedback on the above ACP. Following the engagement meeting on 27 June 2022 we have the following comments to make:

1. We believe the activity map published, showing GA activity in summer 2019, under-represents the amount of this activity because there is a significant amount of traffic which is not FLARM/ADSB, or indeed any form of EC equipped. This comprises, amongst others, a significant proportion of the microlight fleet, and also vintage aircraft (as opposed to the sailplane fleet which is almost universally FLARM equipped). We would suggest that this is the reason that the area between Southampton and Bournemouth, over the New Forest, seems to show a disproportionately low level of traffic.
2. We note that all of the options presented show an increase in controlled airspace, and given the increase in precision to be expected from the use of PBN, would challenge discounting the 'do nothing' option - particularly as all presented options are contrary to DP13 (avoid increasing the overall volume of controlled airspace). We appreciate that remarks have been made about the potential reduction in the volume of controlled airspace by reducing the CTR width either side of the runway extended centre line, however the operational effects of reducing bases of controlled airspace to 1500' in many key transition areas would outweigh the advantage of a narrowing of the CTR width for GA. We are unable to comment further on airspace reductions as they have not been presented at this stage.
3. For all options presented, there is an indication of the reduction in base of controlled airspace to 1500' both over the New Forest (the Southampton/Bournemouth 'gap'), and also to the north west of the airfield where the current CTA base starts at 2500' and drops to 2000'.

With regard to the Design Principles, these options appear to contradict DP13 as they increase the amount of controlled airspace in these areas. These proposals also contradict DP7 and DP9 specifically with respect to GA traffic noise – this would be more concentrated at a lower level (and in the case of DP9, over the New Forest).

From a GA operational point of view the reductions in the base of controlled airspace not only have safety implications contrary to DP1 (glide clear, traffic avoidance), would concentrate GA traffic into significantly smaller areas, and would therefore contradict DP3 and CAA guidance (additional bottlenecking, increased risk of infringement).

To put this into perspective, it is worth appreciating the significant effect a reduction in airspace base has at low level. Whilst pilots may fly legally between 500' above the surface and the base of controlled airspace, the vast majority will not plan to fly lower than 1000' (glide clear, navigation practicality), or higher than 200' below the base of controlled airspace (CAA's 'Take 2' advice).

If the base of controlled airspace is 2000', realistic altitude available for GA flights is therefore between 1000' and 1800'. If the base of controlled airspace is 1500', the realistic altitudes are 1000' to 1300'. This clearly shows that GA traffic could now be concentrated into 300' of vertical airspace

rather than 800' – a reduction of over 60% (and obviously higher impact and percentage if the base is reduced from 2500' to 1500'). The areas for which these airspace base reductions are proposed are significant transit routes for GA, therefore their potential impact must not be underestimated.

In summary, the BMAA/HMFC/TIMC would strongly oppose any options which reduce the base of controlled airspace below 2000'. Additionally, where that base is over water, reducing the base adds an additional safety risk as glide clear opportunities are worsened.

4. We note that Bournemouth are still in Stage 1 of their ACP, and that an integral consideration is their approach to the Bournemouth/Southampton 'gap' as cumulative impacts must be considered before formal consultations on these ACPs can commence.
5. The potential use of Farnborough CTA has been referred to in Option 2. We would expect this potential to be fully explored with Farnborough if it minimises/avoids the use of additional airspace outside this CTA.

██████████
██████████
British Microlight Aircraft Association

██████████
Hampshire Microlight Flying Club
Thorney Island Microlight Club