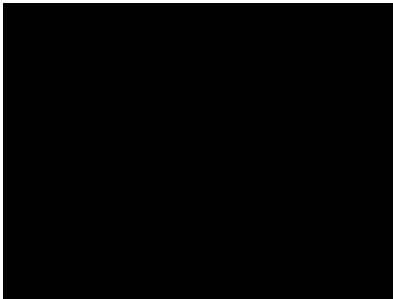
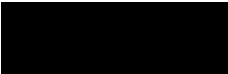


MINUTES OF BOURNEMOUTH AIRPORT ACP STAGE 1 ASSESSMENT MEETING HELD AT AVIATION HOUSE, GATWICK ON 28th FEBRUARY 2019

04 March 2019

CAA Case Officer
CAA Portal

Present	Appointment	Representing	
	Change Sponsor	Bournemouth Airport	
	Project Director	Helios	
	Project Manager	NU-APPROACH	
	Project Support	Helios	
	IFP Principal	CAA	
	Airspace Regulator (Environment)	CAA	
	Airspace Regulator (Economist)	CAA	
	Airspace Regulator (Engagement and Consultation)	CAA	
	 (Case Officer)	Airspace Regulator (Technical)	CAA
		Airspace Regulator (Technical)	CAA

CAA Assessment Meeting Opening Statement

CAA noted that the Statement of Need version 1 was received in advance of the Assessment Meeting and confirmed that the document would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the Sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the Sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the Sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>The CAA Case Officer opened the meeting and led the introductions. The Agenda for the meeting was agreed, however, it was noted that due to technical difficulties the assessment meeting agenda was still to be uploaded, this would be completed at the earliest opportunity.</p>	<p>Change Sponsor</p>

<p>Item 2 – Statement of Need (discussion and review)</p> <p>The Sponsor presented the Statement of Need (SON) and provided background information about the Bournemouth Airport. The CAA advised to be more careful in wording within SON and to remove sentences from the SON that were suggesting particular solutions to meet the stated need. The CAA recommended using Table A1, In Annex A in CAP 1616 document to assist updating the SON to version 2.</p>	<p>Change Sponsor – Prepare version 2 of SON</p>
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>The Sponsor stated the need for the change was due to the obsolescence of the ILS serving RWY 08 and to improve the resilience of instrument approaches to RWY 26 as required by the EU PBN Implementing Rule (IR) 2018/1048.</p> <p>The ILS on RWY 08 was installed second hand in 1984/85 and the equipment and maintenance support is at end of life. Unrecoverable failure of the ILS on RWY 08 will have serious operational consequences by denying easterly Precision Approaches and increasing dependence on RWY 26. New Instrument Approaches are required to provide 3D capability to both RWYs and improve resilience to RWY 26.</p> <p>Bournemouth airport plans to avoid the cost of replacing the obsolete ILS serving RWY 08. The ILS localiser is located in a Site of Special Scientific Interest (SSSI) and replacement construction works would involve significant disruption of flora and fauna, creating planning difficulties and increased cost. The IR foresees RNP approaches in preference to CAT I operations after 2030, thereby negating a positive business case for replacement of RWY 08 ILS.</p> <p>The Sponsor presented the Bournemouth noise contour map 50 to 75 dB L Aeq,16h in 5 dB steps. The CAA suggested to use a standard 54dB LAeq 16 noise contour map and provide evidence that Bournemouth Airport’s future noise impact will affect less than 10,000 people as detailed in the DfT 2017 Air Navigation Guidance.</p> <p>The Sponsor also presented Bournemouth’s airspace map with the adjacent Bournemouth CTR, Solent CTA and Southampton CTR and the ‘Forest Gate’ interface between Solent Radar and Bournemouth Radar.</p> <p>The CAA reinforced the fact that at this stage of the CAP 1616 process the SoN should be very general and avoid trying to find solutions. During the future stages the options would become apparent after engagement with stakeholders and following the design principles process.</p>	
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>The Sponsor presented information to the CAA about current operations at Bournemouth Airport and the split between commercial (12.8%) and non-commercial (87.2%) traffic for 2017. Similar percentages were presented for 2016.</p> <p>Results from analysis of radar data for the year 2017 were also presented to show current ground tracks of arrivals to join the current promulgated instrument</p>	

<p>approaches showing the prevalence of radar vectored arrivals to ILS for commercial traffic.</p> <p>The promulgated approach procedures are mostly flown by training organisations.</p>											
<p>Item 5 – Provisional indication of the scale level and process requirements</p> <p>The CAA Case Officer stated that that the provisional scaling level for the ACP would be Level 1. The scaling level would be confirmed at Stage 2 Develop and Assess gateway. In addition, the sponsor was to add a geographic area for the ACP on the CAA portal.</p>											
<p>Item 6 – Provisional process timescales</p> <p>The Sponsor stated that timescales that had been considered by the project are predicated on achieving the completion of the project to meet the requirements of the CAA administered FAS Facilitation Fund that expires at the end 2019.</p> <p>It was agreed with the CAA that the Define Gateway will be set for 26th April 2019 All the evidence and material required for the Define Gateway needs to be sent to CAA by 14 April at the latest (2 weeks in advance).</p> <p>Proposed dates for other Gateways will be as follows:</p> <table data-bbox="165 1048 935 1211"> <tr> <td>DEVELOP AND ASSESS</td> <td>28th June 2019</td> </tr> <tr> <td>CONSULT</td> <td>27th September 2019</td> </tr> <tr> <td>SUBMISSION</td> <td>10th April 2020</td> </tr> <tr> <td>DECIDE</td> <td>25th September 2020</td> </tr> <tr> <td>Target AIRAC</td> <td>25th February 2021 (02/2021)</td> </tr> </table>	DEVELOP AND ASSESS	28 th June 2019	CONSULT	27 th September 2019	SUBMISSION	10 th April 2020	DECIDE	25 th September 2020	Target AIRAC	25 th February 2021 (02/2021)	<p>Update of ACP Timescales – Change Sponsor</p>
DEVELOP AND ASSESS	28 th June 2019										
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DECIDE	25 th September 2020										
Target AIRAC	25 th February 2021 (02/2021)										
<p>Item 7 – Next steps</p> <p>It was agreed that the Sponsor will produce meeting minutes within 2 weeks (by 14th March 2019) and provide indicative timescales for all required Gateways. The Sponsor will engage with all relevant stakeholders (aviation and non-aviation) with the aim to finalise the Design Principles and provide evidence of engagement before the Define Gateway deadline.</p> <p>The CAA agreed to send the latest NATMAC distribution list to Change Sponsor.</p>	<p>Prepare Minutes of Meeting Change - Sponsor</p> <p>NATMAC list – CAA send to Change Sponsor</p>										
<p>Item 8 – Any other business</p> <p>None</p>											

ACTIONS ARISING FROM BOURNEMOUTH AIRSPACE CHANGE PROPOSAL ASSESSMENT MEETING

Subject	Name	Action	Deadline
Meeting Agenda	Sponsor	Meeting Agenda to be uploaded asap.	ASAP
SON version 2	Sponsor	Produce updated SON, send to CAA for review and upload on CAA ACP portal.	14 th March 2019
ACP Timescales	Sponsor	Update ACP Timescales and send to CAA	Complete
Meeting Minutes	Sponsor	Meeting Minutes from this meeting to be reviewed and agreed by CAA and Change Sponsor and will be published within 2 weeks.	14 th March 2019
NATMAC list	CAA Case Officer	List with all NATMAC representatives will be sent to Change Sponsor.	Complete

Bournemouth Airport
ACP Sponsor