

## Airspace Change Proposal Stage 2

### Collated Stakeholder Feedback – Round 1

Bournemouth Airport FASI-S  
ACP-2019-43

08 November 2024

CPJ-5663-DOC-038 V1.0

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## Introduction

This document contains the stakeholder feedback for the first round of engagement for Bournemouth airports FASI-S Airspace Change proposal. Feedback is copied verbatim from the survey issued to stakeholders via MS forms in November 2023.

Feedback from this survey was used to inform the Design Principle Evaluation conducted against all options. A summary of this feedback can be found in the Options Development and Design Principle Evaluation document, Section 6, under each design option.

## Response Number: 1

**Please enter your name:**

[REDACTED]

**What organisation do you represent?**

European Cargo

**Please provide an email for future correspondence:**

[REDACTED]

**Do you agree with our options development approach?**

Yes

**Do you think we have captured all of the available options at this Stage of the process?**

Yes

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-A? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast Do you think we have correctly applied the Design Principles to swathe 08-E-D? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-A? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-B? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-D? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-E? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-A? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-B? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-C? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-A(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-A? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-D(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-E? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 and DP8. Widebody manoeuvring requirements not or only partially met. ;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

Response Number: 2

**Please enter your name:**

[REDACTED]

**What organisation do you represent?**

Draken

**Please provide an email for future correspondence:**

[REDACTED]

**Do you agree with our options development approach?**

Yes

**Do you think we have captured all of the available options at this Stage of the process?**

Yes

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast Do you think we have correctly applied the Design Principles to swathe 08-E-D? If no, please provide the Design Principle number and reason in the free text.**

No;DP2 Greater overflight of communities;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-A? If no, please provide the Design Principle number and reason in the free text.**

No;DP11 extra track miles departing west;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-B? If no, please provide the Design Principle number and reason in the free text.**

No;DP11 extra track miles west;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-D? If no, please provide the Design Principle number and reason in the free text.**

No;DP2 increased communities overflow;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-E? If no, please provide the Design Principle number and reason in the free text.**

No;DP1- D031,D026 penetration;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-A? If no, please provide the Design Principle number and reason in the free text.**

No;DP11 increased track miles DP1 DO31 infringement ;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-A(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-A? If no, please provide the Design Principle number and reason in the free text.**

No;DP11- additional track miles departing West. DP1 -Salisbury Danger areas;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-B? If no, please provide the Design Principle number and reason in the free text.**

No;DP11- additional track miles departing West. DP1 - Salisbury Danger areas;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-D(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-E? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-A? If no, please provide the Design Principle number and reason in the free text.**

No;DP11-extra track miles,DP2 increased overflight;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

Response Number: 3

**Please enter your name:**

[REDACTED]

**What organisation do you represent?**

NATS (NERL)

**Please provide an email for future correspondence:**

[REDACTED]

**Do you agree with our options development approach?**

Yes

**Do you think we have captured all of the available options at this Stage of the process?**

NATS has reviewed the swathes with specific reference to departures only. It was unclear from the documents where arrivals would connect. Furthermore NERL would like additional clarification whether swathes are likely to be used in combination i.e. Rwy 08 East and South East is the option to have swathe A or B or C or D, could there be two routes one in A and also one in C?

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;



**Runway 08 - East and Southeast Do you think we have correctly applied the Design Principles to swathe 08-E-D? If no, please provide the Design Principle number and reason in the free text.**

Why is swathe D not designed to be even more over water to avoid communities overflown? ;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-A? If no, please provide the Design Principle number and reason in the free text.**

No;DP6 There is currently no connectivity to the route network in this direction;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-B? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 amber - close proximity to DA. DP6 There is currently no connectivity to route network in this direction.;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

No;DP6 - No connectivity to CAS from 7000ft to FL155, or ATS route network.;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-D? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-E? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-A(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;DP4 incorrectly labelled, should be Cranborne Chase ;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-B? If no, please provide the Design Principle number and reason in the free text.**

DP4 incorrectly labelled, should be Cranborne Chase ;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-C? If no, please provide the Design Principle number and reason in the free text.**

No;DP6 Amber - may require additional CAS;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-D(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

No;DP6 Amber - may require additional CAS;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-E? If no, please provide the Design Principle number and reason in the free text.**

No;DP1 Red- Beyond the orange line the route would extend directly into the Portland Danger Area;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

No;DP6 Amber - may need additional CAS to the west to prevent aircraft leaving CAS as they pass 5500ft.;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

Response Number: 4

**Please enter your name:**

[REDACTED]

**What organisation do you represent?**

MOD

**Please provide an email for future correspondence:**

[REDACTED]

**Do you agree with our options development approach?**

Yes

**Do you think we have captured all of the available options at this Stage of the process?**

Yes

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast Do you think we have correctly applied the Design Principles to swathe 08-E-D? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-D? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-E? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-A(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-D(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-E? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

Response Number: 5

**Please enter your name:**

[REDACTED]

**What organisation do you represent?**

New Forest National Park Authority

**Please provide an email for future correspondence:**

[REDACTED]

**Do you agree with our options development approach?**

The 'Options Development Consideration' currently makes no reference to the statutory duty on the CAA to consider impacts on the National Park.

**Do you think we have captured all of the available options at this Stage of the process?**

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-A? If no, please provide the Design Principle number and reason in the free text.**

The assessment of Runway 08 East & Southeast Option A highlights it would involve overflying a greater proportion of the New Forest National Park. It should be noted that all four options (A – D) involve the overflying of the New Forest National Park to some extent. The differences between options A - D are therefore to some degree similar in terms of impacts on people's enjoyment of the tranquillity of the National Park.;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-B? If no, please provide the Design Principle number and reason in the free text.**

The assessment of Runway 08 East & Southeast Option A highlights it would involve overflying a greater proportion of the New Forest National Park. It should be noted that all four options (A – D) involve the overflying of the New Forest National Park to some extent. The differences between options A - D are therefore to some degree similar in terms of impacts on people's enjoyment of the tranquillity of the National Park.;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

The assessment of Runway 08 East & Southeast Option A highlights it would involve overflying a greater proportion of the New Forest National Park. It should be noted that all four options (A – D) involve the overflying of the New Forest National Park to some extent. The differences between options A - D are therefore to some degree similar in terms of impacts on people's enjoyment of the tranquillity of the National Park.;

**Runway 08 - East and Southeast Do you think we have correctly applied the Design Principles to swathe 08-E-D? If no, please provide the Design Principle number and reason in the free text.**

The assessment of Runway 08 East & Southeast Option A highlights it would involve overflying a greater proportion of the New Forest National Park. It should be noted that all four options (A – D) involve the overflying of the New Forest National Park to some extent. The differences between options A - D are therefore to some degree similar in terms of impacts on people's enjoyment of the tranquillity of the National Park.;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-A? If no, please provide the Design Principle number and reason in the free text.**

The assessment of Runway 08 North and West Option A highlights it would involve overflying a greater proportion of the National Park than options B – E. We would highlight that all 5 options involve the overflying of the National Park to some extent. The North West of the National Park includes some of the most tranquil areas of the New Forest – see Tranquillity Mapping at Tranquillity mapping - New Forest National Park Authority ([newforestnpa.gov.uk](http://newforestnpa.gov.uk)) – where impacts would be more noticeable.;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-B? If no, please provide the Design Principle number and reason in the free text.**

The assessment of Runway 08 North and West Option A highlights it would involve overflying a greater proportion of the National Park than options B – E. We would highlight that all 5 options involve the overflying of the National Park to some extent. The North West of the National Park includes some of the most tranquil areas of the New Forest – see Tranquillity Mapping at Tranquillity mapping - New Forest National Park Authority ([newforestnpa.gov.uk](http://newforestnpa.gov.uk)) – where impacts would be more noticeable.;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

The assessment of Runway 08 North and West Option A highlights it would involve overflying a greater proportion of the National Park than options B – E. We would highlight that all 5 options involve the overflying of the National Park to some extent. The North West of the National Park includes some of the most tranquil areas of the New Forest – see Tranquillity Mapping at Tranquillity mapping - New Forest National Park Authority ([newforestnpa.gov.uk](http://newforestnpa.gov.uk)) – where impacts would be more noticeable.;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-D? If no, please provide the Design Principle number and reason in the free text.**

The assessment of Runway 08 North and West Option A highlights it would involve overflying a greater proportion of the National Park than options B – E. We would highlight that all 5 options involve the

overflying of the National Park to some extent. The North West of the National Park includes some of the most tranquil areas of the New Forest – see Tranquillity Mapping at Tranquillity mapping - New Forest National Park Authority (newforestnpa.gov.uk) – where impacts would be more noticeable.;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-E? If no, please provide the Design Principle number and reason in the free text.**

The assessment of Runway 08 North and West Option A highlights it would involve overflying a greater proportion of the National Park than options B – E. We would highlight that all 5 options involve the overflying of the National Park to some extent. The North West of the National Park includes some of the most tranquil areas of the New Forest – see Tranquillity Mapping at Tranquillity mapping - New Forest National Park Authority (newforestnpa.gov.uk) – where impacts would be more noticeable.;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-A? If no, please provide the Design Principle number and reason in the free text.**

The options identified for Runway 08 South all involve overflying of the New Forest National Park (currently this is only identified against Design Principle 4 (Tranquillity) for Option B). In our view Options A and B involve a similar degree of overflying of the National Park and so for consistency the assessment should highlight this against Design Principle 4 for both options.;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-B? If no, please provide the Design Principle number and reason in the free text.**

The options identified for Runway 08 South all involve overflying of the New Forest National Park (currently this is only identified against Design Principle 4 (Tranquillity) for Option B). In our view Options A and B involve a similar degree of overflying of the National Park and so for consistency the assessment should highlight this against Design Principle 4 for both options.;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

The options identified for Runway 08 South all involve overflying of the New Forest National Park (currently this is only identified against Design Principle 4 (Tranquillity) for Option B). In our view Options A and B involve a similar degree of overflying of the National Park and so for consistency the assessment should highlight this against Design Principle 4 for both options.;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-A? If no, please provide the Design Principle number and reason in the free text.**

Options A, B and C for Runway 26 North East involve overflying of the New Forest National Park, although aircraft would be at a higher altitude for this runway than for the options presented for Runway 08. The three options presented are all likely to have similar impacts on the Design Principle 4 and people's enjoyment of the tranquillity of the New Forest.;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Options A, B and C for Runway 26 North East involve overflying of the New Forest National Park, although aircraft would be at a higher altitude for this runway than for the options presented for Runway 08. The



three options presented are all likely to have similar impacts on the Design Principle 4 and people's enjoyment of the tranquillity of the New Forest.;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-C? If no, please provide the Design Principle number and reason in the free text.**

Options A, B and C for Runway 26 North East involve overflying of the New Forest National Park, although aircraft would be at a higher altitude for this runway than for the options presented for Runway 08. The three options presented are all likely to have similar impacts on the Design Principle 4 and people's enjoyment of the tranquillity of the New Forest.;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-A(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Option A for Runway 26 South East would involve directing aircraft over the southern coastal area of the National Park (as well as parts of the Isle of Wight AONB). This area is identified as including some of the more tranquil areas of the National Park in the Tranquillity Mapping. Option A also involves overflying more populated areas along the coast (including Christchurch, New Milton and Lymington) compared to Option B, but this is not captured in the current assessment information.;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-B? If no, please provide the Design Principle number and reason in the free text.**

Option A for Runway 26 South East would involve directing aircraft over the southern coastal area of the National Park (as well as parts of the Isle of Wight AONB). This area is identified as including some of the more tranquil areas of the National Park in the Tranquillity Mapping. Option A also involves overflying more populated areas along the coast (including Christchurch, New Milton and Lymington) compared to Option B, but this is not captured in the current assessment information.;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-A? If no, please provide the Design Principle number and reason in the free text.**

No;The Design Principles assessment for the five options for Runway 26 North West highlight potential impacts on the New Forest National Park for Options A and B against DP4. However, none of the options presented (A – E) involve overflying of the New Forest National Park and we therefore suggest this is corrected – the Cranborne Chase & West Wiltshire Downs AONB would be overflown under Options A & B for example.;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-B? If no, please provide the Design Principle number and reason in the free text.**

No;The Design Principles assessment for the five options for Runway 26 North West highlight potential impacts on the New Forest National Park for Options A and B against DP4. However, none of the options presented (A – E) involve overflying of the New Forest National Park and we therefore suggest this is corrected – the Cranborne Chase & West Wiltshire Downs AONB would be overflown under Options A & B for example.;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-C? If no, please provide the Design Principle number and reason in the free text.**

No;The Design Principles assessment for the five options for Runway 26 North West highlight potential impacts on the New Forest National Park for Options A and B against DP4. However, none of the options presented (A – E) involve overflying of the New Forest National Park and we therefore suggest this is corrected – the Cranborne Chase & West Wiltshire Downs AONB would be overflowed under Options A & B for example.;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-D(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

No;The Design Principles assessment for the five options for Runway 26 North West highlight potential impacts on the New Forest National Park for Options A and B against DP4. However, none of the options presented (A – E) involve overflying of the New Forest National Park and we therefore suggest this is corrected – the Cranborne Chase & West Wiltshire Downs AONB would be overflowed under Options A & B for example.;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-E? If no, please provide the Design Principle number and reason in the free text.**

No;The Design Principles assessment for the five options for Runway 26 North West highlight potential impacts on the New Forest National Park for Options A and B against DP4. However, none of the options presented (A – E) involve overflying of the New Forest National Park and we therefore suggest this is corrected – the Cranborne Chase & West Wiltshire Downs AONB would be overflowed under Options A & B for example.;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-A? If no, please provide the Design Principle number and reason in the free text.**

Option A for Runway 26 South would involve overflying parts of the south west of the National Park, yet this is not identified against Design Principle 4 in the assessment. Instead the Option A assessment refers to the overflying of Moors Valley Country Park, which is not within a National Park or AONB and should not be afforded the same level of consideration as the National Park according to paragraph B76 of CAP 1616. Our view is that Option A would impact on the National Park and should therefore be highlighted in the assessment.;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Option A for Runway 26 South would involve overflying parts of the south west of the National Park, yet this is not identified against Design Principle 4 in the assessment. Instead the Option A assessment refers to the overflying of Moors Valley Country Park, which is not within a National Park or AONB and should not be afforded the same level of consideration as the National Park according to paragraph B76 of CAP 1616. Our view is that Option A would impact on the National Park and should therefore be highlighted in the assessment.;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-C? If no, please provide the Design Principle number and reason in the free text.**

Option A for Runway 26 South would involve overflying parts of the south west of the National Park, yet this is not identified against Design Principle 4 in the assessment. Instead the Option A assessment refers to the overflying of Moors Valley Country Park, which is not within a National Park or AONB and should not be afforded the same level of consideration as the National Park according to paragraph B76 of CAP 1616. Our view is that Option A would impact on the National Park and should therefore be highlighted in the assessment.;

**Response Number: 6**

**Please enter your name:**

[REDACTED]

**What organisation do you represent?**

Lasham Gliding Society

**Please provide an email for future correspondence:**

[REDACTED]

**Do you agree with our options development approach?**

Yes

**Do you think we have captured all of the available options at this Stage of the process?**

Yes

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-A? If no, please provide the Design Principle number and reason in the free text.**

No;The option of this route would require more airspace.;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;It looks like this routing remains within the current airspace foot print.;

**Runway 08 - East and Southeast - Do you think we have correctly applied the Design Principles to swathe 08-E-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - East and Southeast Do you think we have correctly applied the Design Principles to swathe 08-E-D? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;It has correctly been identified that three of the proposed routes would require more airspace in areas that would impact the current GA traffic;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;More CAS would be an issue for GA and Gliding, so we would object to the route.;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;More CAS would be an issue for GA and Gliding, so we would object to the route;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-D? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 - North and West - Do you think we have correctly applied the Design Principles to swathe 08-NW-E? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 08 – South - Do you think we have correctly applied the Design Principles to swathe 08-S-C(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-A? If no, please provide the Design Principle number and reason in the free text.**

More CAS would be an issue for GA and Gliding, so we would object to this route;Yes;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes; More CAS would be an issue for GA and Gliding, so we would object to the route;

**Runway 26 – Northeast - Do you think we have correctly applied the Design Principles to swathe 26-NE-C? If no, please provide the Design Principle number and reason in the free text.**

Yes; More CAS would be an issue for GA and Gliding, so we would object to the route;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-A(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – Southeast - Do you think we have correctly applied the Design Principles to swathe 26-SE-B? If no, please provide the Design Principle number and reason in the free text.**

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-A? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-B? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-C? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-D(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 - North and West - Do you think we have correctly applied the Design Principles to swathe 26-NW-E? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-A? If no, please provide the Design Principle number and reason in the free text.**

Yes; Design option 26-S-A should be a non starter due to the track miles, extra airspace and that there are better options available.;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-B(Baseline)? If no, please provide the Design Principle number and reason in the free text.**

Yes;

**Runway 26 – South - Do you think we have correctly applied the Design Principles to swathe 26-S-C? If no, please provide the Design Principle number and reason in the free text.**

Yes; More CAS would be an issue for GA and Gliding (Dorset Gliding Club), so we would object to the route;



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