

## Airspace Change Proposal Stage 2

### Collated Stakeholder Feedback – Round 2

Bournemouth Airport FASI-S  
ACP-2019-43

08 November 2024

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[www.cyrrus.co.uk](http://www.cyrrus.co.uk)

[info@cyrrus.co.uk](mailto:info@cyrrus.co.uk)



## Introduction

This document contains the stakeholder feedback for the second 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 2024.

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 envelope.

## Response Number: 1

**Please Enter Your Name:**

[REDACTED]

**What organisation do you represent?**

Cranborne Chase Area of Outstanding Natural Beauty

**Please provide an email for future correspondence**

[REDACTED]

**Would you like to attend the information session?**

Maybe

**Do you agree with the new baselines as depicted and the removal of the North West baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of the NW baseline?**

The removal of NW sector flights should benefit CCAONB and therefore the CCAONB Partnership welcomes and would support the change if we have understood the proposal correctly.

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

A, B, and C impact on CCAONB

**Do you think the Design Principles have been correctly applied for the Departures 08 NW options? (When commenting please list the Option Code and the DP number) Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

The AONB overfly appears correct;

**East Design Envelope. Do you have any comments about the options? Note: Design envelope split, A and B now in NE envelope.**

This would avoid CCAONB.

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number) Note: options A and B have been removed and are represented in the NE Design Envelope below.**

Flights to and from this direction avoid CCAONB.

**North East Design Envelope. Do you have any comments about the options? Note: Design envelope split, C and D now in E envelope.**

Flights to and from this direction avoid CCAONB.

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number) Note: options C and D have been removed.**

**South Design Envelope. Do you have any comments about the options?**

These largely avoid CCAONB although A appears to have the capacity to loop over this AONB.

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: option C has been removed.**

see 13 above

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

26-E-C appears to continue to involve overflying and turning over the south-eastern part of this AONB.

The removal of NW flights should reduce the overflying of CCAONB.

**Do you have any further comments about the new baselines as depicted and the removal of the Northwest baseline?**

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW (formerly the baseline was D26-NW-D).**

It is unclear whether this diagram proposes continued overflying of CCAONB in sectors A, B, and C. If that is the case then CCAONB Partnership cannot unlimited flying over the AONB as that would conflict with a key characteristic of this AONB, tranquillity.

**Do you think the Design Principles have been correctly applied for the NW options? (If no, also click on 'other'. When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

The routes actually, rather than potentially, overfly CCAONB.;

**East Design Envelope. Do you have any comments about the options?**

There still appear to be overflights of CCAONB in the turning areas west of the airport.

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number)**

**South Design Envelope. Do you have any comments about the options?**

The sector outlined in black appears to loop north over the airport and then turn over CCAONB to have arrivals / departures in a westerly direction.

**Do you think the Design Principles have been correctly applied for the South options? (If no, also click on further comment. When commenting please list the Option code and the DP number)**

Yes;

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

NE-B appears to overfly the south-easterly parts of CCAONB

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

see previous comments

**Do you think the Design Principles have been correctly applied for the North West arrival options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Actually, rather than potentially, overfly CCAONB ;

**North East Design Envelope. Do you have any comments about the options?**

Arrival / departure still appear to involve turning over this AONB

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

**South East Design Envelope. Do you have any comments about the options?**

Appear to involve turns west of the airport but in these cases they appear to be south of CCAONB.

**Do you think the Design Principles have been correctly applied for the South East arrivals options? (When commenting please list the Option code and the DP number). Note: Option A has been removed.**

**South Design Envelope. Do you have any comments about the options?**

See above 29

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Old option A is now option C, option C is now A. Baseline remains the same.**

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

A, B, and C still appear to overfly CCAONB.

**Do you think the Design Principles have been correctly applied for the North West options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Actually, rather than potentially, overfly CCAONB.;

**North East Design Envelope. Do you have any comments about the options?**

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

**East/ South East Design Envelope. Do you have any comments about the options?**

**Do you think the Design Principles have been correctly applied for the East /South East options? (When commenting please list the Option code and the DP number) Note: This is a new design envelope, options formerly in NE envelope.**

**South Design Envelope. Do you have any comments about the options?**

S-A appears to involve a turn slightly to the south-east of CCAONB

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Baseline has changed from B to C and B removed.**

## Response Number: 2

**Please Enter Your Name:**

[REDACTED]

**What organisation do you represent?**

Ryanair

**Please provide an email for future correspondence**

[REDACTED]

**Would you like to attend the information session?**

Yes

**Do you agree with the new baselines as depicted and the removal of the North West baseline?**

TBC

**Do you have any further comments about the new baselines as depicted and the removal of the NW baseline?**

TBC

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

TBC

**Do you think the Design Principles have been correctly applied for the Departures 08 NW options? (When commenting please list the Option Code and the DP number) Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

TBC;

**East Design Envelope. Do you have any comments about the options? Note: Design envelope split, A and B now in NE envelope.**

TBC

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number) Note: options A and B have been removed and are represented in the NE Design Envelope below.**

TBC

**North East Design Envelope. Do you have any comments about the options? Note: Design envelope split, C and D now in E envelope.**

TBC

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number) Note: options C and D have been removed.**

TBC

**South Design Envelope. Do you have any comments about the options?**

TBC

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: option C has been removed.**

TBC

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

TBC

**Do you have any further comments about the new baselines as depicted and the removal of the Northwest baseline?**

TBC

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW (formerly the baseline was D26-NW-D).**

TBC

**Do you think the Design Principles have been correctly applied for the NW options? (If no, also click on 'other'. When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

TBC;

**East Design Envelope. Do you have any comments about the options?**

TBC

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number)**

TBC;

**South Design Envelope. Do you have any comments about the options?**

TBC

**Do you think the Design Principles have been correctly applied for the South options? (If no, also click on further comment. When commenting please list the Option code and the DP number)**

TBC;

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

TBC

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

TBC

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

TBC

**Do you think the Design Principles have been correctly applied for the North West arrival options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

TBC;

**North East Design Envelope. Do you have any comments about the options?**

TBC

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

TBC

**South East Design Envelope. Do you have any comments about the options?**

TBC

**Do you think the Design Principles have been correctly applied for the South East arrivals options? (When commenting please list the Option code and the DP number). Note: Option A has been removed.**

TBC

**South Design Envelope. Do you have any comments about the options?**

TBC



**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Old option A is now option C, option C is now A. Baseline remains the same.**

TBC

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

TBC

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

TBC

**Do you think the Design Principles have been correctly applied for the North West options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

TBC;

**North East Design Envelope. Do you have any comments about the options?**

TBC

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

TBC;

**East/ South East Design Envelope. Do you have any comments about the options?**

TBC

**Do you think the Design Principles have been correctly applied for the East /South East options? (When commenting please list the Option code and the DP number) Note: This is a new design envelope, options formerly in NE envelope.**

TBC

**South Design Envelope. Do you have any comments about the options?**

TBC

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Baseline has changed from B to C and B removed.**

TBC

## Response Number: 3

**Please Enter Your Name:**

[REDACTED]

**What organisation do you represent?**

Bournemouth University (Vice Chair Bournemouth Airport Consultative Committee)

**Please provide an email for future correspondence**

[REDACTED]

**Would you like to attend the information session?**

No

**Do you agree with the new baselines as depicted and the removal of the North West baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of the NW baseline?**

None

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

None

**Do you think the Design Principles have been correctly applied for the Departures 08 NW options? (When commenting please list the Option Code and the DP number) Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**East Design Envelope. Do you have any comments about the options? Note: Design envelope split, A and B now in NE envelope.**

None

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number) Note: options A and B have been removed and are represented in the NE Design Envelope below.**

Yes

**North East Design Envelope. Do you have any comments about the options? Note: Design envelope split, C and D now in E envelope.**

None

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number) Note: options C and D have been removed.**

Yes

**South Design Envelope. Do you have any comments about the options?**

None

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: option C has been removed.**

Yes

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of the Northwest baseline?**

None

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW (formerly the baseline was D26-NW-D).**

No

**Do you think the Design Principles have been correctly applied for the NW options? (If no, also click on 'other'. When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**East Design Envelope. Do you have any comments about the options?**

None

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number)**

Yes;

**South Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the South options? (If no, also click on further comment. When commenting please list the Option code and the DP number)**

Yes;

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

No

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

No

**Do you think the Design Principles have been correctly applied for the North West arrival options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**North East Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

Yes

**South East Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the South East arrivals options? (When commenting please list the Option code and the DP number). Note: Option A has been removed.**

Yes

**South Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Old option A is now option C, option C is now A. Baseline remains the same.**

Yes

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

No

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

No

**Do you think the Design Principles have been correctly applied for the North West options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**North East Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

Yes;

**East/ South East Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the East /South East options? (When commenting please list the Option code and the DP number) Note: This is a new design envelope, options formerly in NE envelope.**

Yes

**South Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Baseline has changed from B to C and B removed.**

Option 1

## Response Number: 4

**Please Enter Your Name:**

[REDACTED]

**What organisation do you represent?**

NATS (NERL)

**Please provide an email for future correspondence**

[REDACTED]

**Would you like to attend the information session?**

Yes

**Do you agree with the new baselines as depicted and the removal of the North West baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of the NW baseline?**

No further comment

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

Swathes D and E would require additional CAS. Swathes A-C would require additional CAS and the use of FUA.

**Do you think the Design Principles have been correctly applied for the Departures 08 NW options? (When commenting please list the Option Code and the DP number) Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

DA activity may also apply to swathe B. ;

**East Design Envelope. Do you have any comments about the options? Note: Design envelope split, A and B now in NE envelope.**

No comments

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number) Note: options A and B have been removed and are represented in the NE Design Envelope below.**

IOW has an AONB which is not referenced



**North East Design Envelope. Do you have any comments about the options? Note: Design envelope split, C and D now in E envelope.**

Swathe A may require additional CAS and amendments to the current FUA.

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number) Note: options C and D have been removed.**

Yes

**South Design Envelope. Do you have any comments about the options?**

Swathe A may require additional CAS at certain levels, western edge is proximate to DA031.

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: option C has been removed.**

DP4 does not consider New Forest National Park

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

No. There is a disparity between the tracks flown and the baseline swathes. Baseline swathe C is too narrow. Baseline swathe B appears to ignore the majority of the departure tracks flown.

**Do you have any further comments about the new baselines as depicted and the removal of the Northwest baseline?**

See comments above

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW (formerly the baseline was D26-NW-D).**

Would have been helpful to display this on a current airspace map to consider the adjacent SUAs. All options will require additional CAS.

**Do you think the Design Principles have been correctly applied for the NW options? (If no, also click on 'other'. When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

No;DP6 additional CAS not referenced.;

**East Design Envelope. Do you have any comments about the options?**

General comment: Use of White to highlight a swathe make it challenging to interpret to the maps

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number)**

No;With no assessment criteria this is difficult to assess;

**South Design Envelope. Do you have any comments about the options?**

See comments about baseline

**Do you think the Design Principles have been correctly applied for the South options? (If no, also click on further comment. When commenting please list the Option code and the DP number)**

Yes;

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

No comments

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

Would have been helpful to display this on a current airspace map to consider the adjacent SUAs. All options will require additional CAS.

**Do you think the Design Principles have been correctly applied for the North West arrival options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

No;DP6 would need additional CAS;

**North East Design Envelope. Do you have any comments about the options?**

No comments

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

DP4: overflight of New Forest National Park not considered

**South East Design Envelope. Do you have any comments about the options?**

No comments

**Do you think the Design Principles have been correctly applied for the South East arrivals options? (When commenting please list the Option code and the DP number). Note: Option A has been removed.**

DP4: no mention of National park or AONB

**South Design Envelope. Do you have any comments about the options?**

No comments

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Old option A is now option C, option C is now A. Baseline remains the same.**

Yes

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

No comment

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

Would have been helpful to display this on a current airspace map to consider the adjacent SUAs. All options will require additional CAS.

**Do you think the Design Principles have been correctly applied for the North West options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes; No mention of national parks;

**North East Design Envelope. Do you have any comments about the options?**

Without a clear airspace map it is difficult to comment. Swathe A potentially requires expanded use of Q41 FUA

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

Yes;

**East/ South East Design Envelope. Do you have any comments about the options?**

No comments

**Do you think the Design Principles have been correctly applied for the East /South East options? (When commenting please list the Option code and the DP number) Note: This is a new design envelope, options formerly in NE envelope.**

Yes

**South Design Envelope. Do you have any comments about the options?**

Swathe A appears to be a wrap around arrival route. This would be considered unsafe.

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Baseline has changed from B to C and B removed.**

Unable to comment

## 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]

**Would you like to attend the information session?**

No

**Do you agree with the new baselines as depicted and the removal of the North West baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of the NW baseline?**

The baselines all involve overflying of the New Forest National Park below 7,000 feet. Options will need to consider potential impacts on the National Park under design principle 4.

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

No comments.

**Do you think the Design Principles have been correctly applied for the Departures 08 NW options? (When commenting please list the Option Code and the DP number) Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**East Design Envelope. Do you have any comments about the options? Note: Design envelope split, A and B now in NE envelope.**

Option D08-E-D would avoid overflying the southern coastal area of the New Forest National Park, which includes some of the more tranquil areas of the National Park - see <https://www.newforestnpa.gov.uk/documents/conservation/tranquillity-mapping/>

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number) Note: options A and B have been removed and are represented in the NE Design Envelope below.**

Yes

**North East Design Envelope. Do you have any comments about the options? Note: Design envelope split, C and D now in E envelope.**

Option D08-NE-A involves overflying of the New Forest National Park below 7,000 feet. Parts of the National Park north of the A31 are in the more tranquil areas of the Park as illustrated at <https://www.newforestnpa.gov.uk/documents/conservation/tranquillity-mapping/>

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number) Note: options C and D have been removed.**

Yes

**South Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: option C has been removed.**

Yes

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of the Northwest baseline?**

No

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW (formerly the baseline was D26-NW-D).**

No

**Do you think the Design Principles have been correctly applied for the NW options? (If no, also click on 'other'. When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**East Design Envelope. Do you have any comments about the options?**

Given the degree of overflying of the New Forest National Park below 7,000 feet under various options and so consideration of impacts under design principle 4 will be important.

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number)**

Option 26-E-D also involves overflying of the New Forest National Park and this should be recorded alongside overflying of the AONB and nature conservation designations. ;

**South Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the South options? (If no, also click on further comment. When commenting please list the Option code and the DP number)**

Yes;

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

No

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

No

**Do you think the Design Principles have been correctly applied for the North West arrival options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**North East Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

Arrival options 26-NE-A and 26-NE-C should both highlight overflying of the New Forest National Park below 7,000 feet for arrivals under design principle 4.

**South East Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the South East arrivals options? (When commenting please list the Option code and the DP number). Note: Option A has been removed.**

No

**South Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Old option A is now option C, option C is now A. Baseline remains the same.**

No

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

No

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

No

**Do you think the Design Principles have been correctly applied for the North West options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**North East Design Envelope. Do you have any comments about the options?**

Option A26-NE-A involves overflying a significant swathe of the New Forest National Park - and the internationally designated sites within it (SAC, SPA and Ramsar) below 7,000 feet. This should be carefully considered under design principle 4.

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

Yes;



**East/ South East Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the East /South East options? (When commenting please list the Option code and the DP number) Note: This is a new design envelope, options formerly in NE envelope.**

Yes

**South Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Baseline has changed from B to C and B removed.**

Yes

## Response Number: 6

**Please Enter Your Name:**

[REDACTED]

**What organisation do you represent?**

DAATM (MOD)

**Please provide an email for future correspondence**

[REDACTED]

**Would you like to attend the information session?**

No

**Do you agree with the new baselines as depicted and the removal of the North West baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of the NW baseline?**

Nothing to add.

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular those that operate from RNAS Yeovilton, MOD Boscombe Down and RAF Odiham and Benson. It could also affect existing MOD Danger Areas.

**Do you think the Design Principles have been correctly applied for the Departures 08 NW options? (When commenting please list the Option Code and the DP number) Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes, but wouldn't B and C also require more CAS to contain?;

**East Design Envelope. Do you have any comments about the options? Note: Design envelope split, A and B now in NE envelope.**

The only likely impact on MOD users would be if new controlled airspace was to be introduced, or levels of existing airspace lowered. It is difficult to make further assessment without greater detail.

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number) Note: options A and B have been removed and are represented in the NE Design Envelope below.**

Yes, on the assumption that more controlled airspace is not required.

**North East Design Envelope. Do you have any comments about the options? Note: Design envelope split, C and D now in E envelope.**

The only likely impact on MOD users would be if levels of existing controlled airspace were to be lowered.

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number) Note: options C and D have been removed.**

Yes

**South Design Envelope. Do you have any comments about the options?**

Could affect the South Coast RN Danger Areas, depending on routes and the levels that the areas are active to.

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: option C has been removed.**

Yes

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes.

**Do you have any further comments about the new baselines as depicted and the removal of the Northwest baseline?**

Nothing further.

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW (formerly the baseline was D26-NW-D).**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular those that operate from RNAS Yeovilton, MOD Boscombe Down and RAF Odiham and Benson. It could also affect existing MOD Danger Areas.

**Do you think the Design Principles have been correctly applied for the NW options? (If no, also click on 'other'. When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes, under the assumption that there is no more controlled airspace required.;

**East Design Envelope. Do you have any comments about the options?**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular those that operate from RNAS Yeovilton, MOD Boscombe Down and RAF Odiham and Benson.

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number)**

Yes;

**South Design Envelope. Do you have any comments about the options?**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular Royal Navy rotary wing aircraft. It could also affect existing MOD Danger Areas.

**Do you think the Design Principles have been correctly applied for the South options? (If no, also click on further comment. When commenting please list the Option code and the DP number)**

Yes;

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

Nil

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular those that operate from RNAS Yeovilton, MOD Boscombe Down and RAF Odiham and Benson. It could also affect existing MOD Danger Areas.

**Do you think the Design Principles have been correctly applied for the North West arrival options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes, under the assumption that no further controlled airspace is required.;

**North East Design Envelope. Do you have any comments about the options?**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular those that operate from RNAS Yeovilton, MOD Boscombe Down and RAF Odiham and Benson.

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

Yes

**South East Design Envelope. Do you have any comments about the options?**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular Royal Navy rotary wing aircraft.

**Do you think the Design Principles have been correctly applied for the South East arrivals options? (When commenting please list the Option code and the DP number). Note: Option A has been removed.**

Yes

**South Design Envelope. Do you have any comments about the options?**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular Royal Navy aircraft. It could also affect existing MOD Danger Areas.

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Old option A is now option C, option C is now A. Baseline remains the same.**

Yes

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

Nothing to add

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular those that operate from RNAS Yeovilton, MOD Boscombe Down and RAF Odiham and Benson. It could also affect existing MOD Danger Areas.

**Do you think the Design Principles have been correctly applied for the North West options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**North East Design Envelope. Do you have any comments about the options?**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular those that operate from MOD Boscombe Down and RAF Odiham and Benson.

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

Yes;

**East/ South East Design Envelope. Do you have any comments about the options?**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular Royal Navy aircraft.

**Do you think the Design Principles have been correctly applied for the East /South East options? (When commenting please list the Option code and the DP number) Note: This is a new design envelope, options formerly in NE envelope.**

Yes

**South Design Envelope. Do you have any comments about the options?**

If the options result in an increase in controlled airspace in the swathes it could limit the freedom of manoeuvre of MOD airspace users, in particular Royal Navy aircraft and It could also affect existing MOD Danger Areas.

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Baseline has changed from B to C and B removed.**

Yes

## Response Number: 7

**Please Enter Your Name:**

[REDACTED]

**What organisation do you represent?**

Burley Parish Council

**Please provide an email for future correspondence**

[REDACTED]

**Would you like to attend the information session?**

Yes

**Do you agree with the new baselines as depicted and the removal of the North West baseline?**

Yes

**Do you have any further comments about the new baselines as depicted and the removal of the NW baseline?**

None

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

Although there is no NW baseline proposal now, ATC will use this area as and when during certain time periods.

**Do you think the Design Principles have been correctly applied for the Departures 08 NW options? (When commenting please list the Option Code and the DP number) Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**East Design Envelope. Do you have any comments about the options? Note: Design envelope split, A and B now in NE envelope.**

No.

**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number) Note: options A and B have been removed and are represented in the NE Design Envelope below.**

Yes

**North East Design Envelope. Do you have any comments about the options? Note: Design envelope split, C and D now in E envelope.**

D08 NE B and A has more departures over Burley and Crow which is not currently happening. This is the New Forest National Park - AONB. Tracks North of the A31 has less settlement areas. Burley is just over 7 miles track miles from the Airport which means they will also be lower overhead.

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number) Note: options C and D have been removed.**

No

**South Design Envelope. Do you have any comments about the options?**

I do not agree with aircraft turning left doing a wrap around to the south D08 S-A. More Fuel consumption (less green), over more populated areas and more noise to more residents.

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: option C has been removed.**

Yes

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

Yes provided that ATC keeps within this area and do not vector aircraft any further south on D26 -E-C baseline.

**Do you have any further comments about the new baselines as depicted and the removal of the Northwest baseline?**

No

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW (formerly the baseline was D26-NW-D).**

No

**Do you think the Design Principles have been correctly applied for the NW options? (If no, also click on 'other'. When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**East Design Envelope. Do you have any comments about the options?**

See above comment



**Do you think the Design Principles have been correctly applied for the East options? (When commenting please list the Option code and the DP number)**

Yes;

**South Design Envelope. Do you have any comments about the options?**

Do not agree with a wrap around departure turning right then being vectored south. See below, agree with comments made. It also increases ATC workload and a potential with Pilot and ATC error.

**Do you think the Design Principles have been correctly applied for the South options? (If no, also click on further comment. When commenting please list the Option code and the DP number)**

Yes;

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

No

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

A08 NE B baseline. How does this work with the complexity of Southampton traffic. What height will they be over Burley. Could there be a better straight in from the East solution to prevent traffic routing Avon Valley, Ringwood, Bransgore, Burley. Look at the downwind left as well as right from the East.

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

No

**Do you think the Design Principles have been correctly applied for the North West arrival options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**North East Design Envelope. Do you have any comments about the options?**

Look at what kind of final approach track is required. A08 NE A should be more east rather than NE.

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

No

**South East Design Envelope. Do you have any comments about the options?**

No

**Do you think the Design Principles have been correctly applied for the South East arrivals options? (When commenting please list the Option code and the DP number). Note: Option A has been removed.**

Yes

**South Design Envelope. Do you have any comments about the options?**

Again, wrap around approaches need more careful consideration

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Old option A is now option C, option C is now A. Baseline remains the same.**

Yes

**Do you agree with the new baselines as depicted and the removal of NW baseline?**

No

**Do you have any further comments about the new baselines as depicted and the removal of NW baseline?**

No

**North West Design Envelope. Do you have any comments about the options? Note: There is no baseline for the NW.**

No

**Do you think the Design Principles have been correctly applied for the North West options? (When commenting please list the Option code and the DP number). Note: for NW options there is no baseline for comparison and is therefore compared to no current operation.**

Yes;

**North East Design Envelope. Do you have any comments about the options?**

Regarding A26 NE A. What range will the aircraft be established inbound, Including light jets as well as commercial and Cargo. There are too many tracks from the North.

**Do you think the Design Principles have been correctly applied for the North East options? (When commenting please list the Option code and the DP number).**

Yes;

**East/ South East Design Envelope. Do you have any comments about the options?**

Provided ATC remain inside A26 ESE A and do not vector too far north of it.

**Do you think the Design Principles have been correctly applied for the East /South East options? (When commenting please list the Option code and the DP number) Note: This is a new design envelope, options formerly in NE envelope.**

Yes

**South Design Envelope. Do you have any comments about the options?**

Do not agree with 26 S A. See below as well as previous comments about wrap arounds.

**Do you think the Design Principles have been correctly applied for the South options? (When commenting please list the Option code and the DP number) Note: Baseline has changed from B to C and B removed.**

Yes



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