

Airspace Change Proposal Stage 2a

Options Development and Design Principle Evaluation

Bournemouth Airport FASI-S
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Executive Summary

This report presents the Options Development and Design Principle Evaluation undertaken for Bournemouth Airport as part of the Civil Aviation Authority's (CAA) CAP 1616 Airspace Change Process (ACP). The work forms Stage 2 of the process within the Future Airspace Implementation (South) [FASI(S)] programme, which supports delivery of the UK Airspace Modernisation Strategy (AMS).

The Design Principle Evaluation sets out the methodology and evidence used to identify, develop and evaluate design options for both runways 08 and 26. It builds upon the Design Principles agreed during Stage 1 B and follows extensive engagement with aviation, environmental, and community stakeholders. The purpose of this report is to present a transparent record of how the Design Principles have been applied to each option and to document the qualitative Design Principle Evaluation outcomes.

The assessment process included:

- Development of baseline and Do-Minimum scenarios to reflect current and refined operations;
- Iterative design of options within defined Design Envelopes covering all compass sectors;
- Qualitative evaluation of each option against 13 Design Principles, including safety, noise, overflight, emissions, airspace integration, and AMS alignment; and
- Incorporation of stakeholder feedback received across three engagement rounds (2022 – 2025).

Stakeholder engagement confirmed broad support for the structured, transparent approach adopted. Feedback led to targeted refinements in Design Principle Evaluation scoring, additional references to designated landscapes such as the New Forest National Park and Dorset Area of Outstanding Natural Beauty, and clarification of assessments relating to tranquillity, overflight, and airspace integration.

No preferred option is identified at this stage. The qualitative Design Principle Evaluation results provide the foundation for the Stage 2B Initial Options Appraisal and subsequent Stage 3 Full Options Appraisal, where quantitative analysis will be undertaken. Future development may involve combining or refining options, and previously discounted options may be revisited where they offer safety, environmental, or operational benefits.

Bournemouth Airport would like to thank stakeholders for their time, consideration, and valuable input and look forward to continuing to work with them to improve our system of flight procedures and our airspace configuration.

Abbreviations

ACOG	Airspace Change Organising Group
ACP	Airspace Change Proposal
AIP	Aeronautical Information Publication
AMS	Airspace Modernisation Strategy
AMSL	Above Mean Sea Level
ANSP	Air Navigation Service Provider
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATS	Air Traffic Service
ATM	Air Traffic Management
BOH	Bournemouth Airport
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Controlled Airspace
CAT	Commercial Air Transport
CCO	Continuous Climb Operations
CDO	Continuous Descent Arrival
CCAONB	Cranborne Chase Area of Outstanding Natural Beauty
CTA	Control Areas
CTR	Control Zones
DA	Danger Area
DAATM	Danger Area Air Traffic Management
DFT	Department for Transport
DME	Distance Measuring Equipment
DP	Design Principle
DPE	Design Principle Evaluation
ENR	En-route
FAS	Future Airspace Strategy
FASI-S	Future Airspace Implementation South
FASI-N	Future Airspace Implementation North
GA	General Aviation

GNSS	Global Navigation Satellite Systems
IAP	Instrument Approach Procedure
ICAO	International Civil Aviation Organisation
IOA	Initial Options Appraisal
IoW	Isle of Wight
ILS	Instrument Landing System
LTMA	London Terminal Manoeuvring Area
LNAV	Lateral Navigation
MAG	Manchester Airport Group
MoD	Ministry of Defence
MTWA	Maximum Take-Off Weight Authorised
NAP	Noise Abatement Procedures
NDB	Non-directional Beacon
NERL	NATS En-Route Plc
NM	Nautical Mile
NOTAM	Notice to Air Mission
NPR	Noise Preferential Route
NTK	Noise and Track Keeping
OS	Ordnance Survey
PBN	Performance-Based Navigation
PDP	Preferential Departure Route
RAF	Royal Air Force
RAG	Red, Amber, Green
RNAS	Royal Naval Air Station
RNAV	Area Navigation
RNP	Required Navigation Performance
RTF	Radiotelephony
RWY	Runway
SAC	Special Areas of Conservation
SID	Standard Instrument Departures
SSSI	Sites of Special Scientific Interest
SME	Subject Matter Expert
SOU	Southampton Airport
SPA	Special Protection Areas

STAR	Standard Arrival
VLOS	Unmanned Aircraft System
VNAV	Vertical Navigation
VOR	VHF Omnidirectional Range
WEB TAG	Web-Based Transport Analysis Guidance

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1. Introduction

1.1. Overview

- 1.1.1. The Civil Aviation Authority (CAA) is the regulator for UK airspace and is the organisation that authorises changes to the structure of airspace. The CAA is a public corporation of the Department of Transport (DfT) who are responsible for transport policy, including aviation. The CAA's statutory duties and functions in relation to airspace change are contained in the [Transport Act 2000](#) and [the Civil Aviation Authority \(Air Navigation\) Directions 2023](#).
- 1.1.2. Following the DfT's publication of [Upgrading UK Airspace: Strategic Rationale](#) (2017), the Secretary of State tasked the CAA with creating and maintaining a coordinated strategy and plan for the use of UK airspace. This resulted in the publication of the [Airspace Modernisation Strategy \(AMS\)](#)¹ (2018) and subsequent review document [Airspace Modernisation Strategy Review \(2021\)](#). The latter sets out the Stakeholder Engagement Plan and Process. The most recent [AMS \(CAP1711\)](#) was published in February 2024.
- 1.1.3. One of the aims of the Airspace Modernisation Strategy (AMS) is to make airspace more efficient; saving time and fuel and reducing emissions. Key to achieving this is improving the accuracy of where aircraft fly by using the Performance Based Navigation (PBN) capability of aircraft which places much greater reliance on satellite navigation (SatNav); some ground-based navigation aids will be retained for resilience and contingency purposes.
- 1.1.4. The UK airspace Air Traffic Management (ATM) structures require modernisation to accommodate increasing demand for commercial air travel whilst safely accommodating increasing demands for airspace access from other users. The AMS sets out a shared objective between the Civil Aviation Authority (CAA) and the Department for Transport (DfT) for modernising airspace which is to deliver quicker, quieter, and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace.
- 1.1.5. The CAA published guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, this is published in [CAP 1616](#).
- 1.1.6. This document provides the background and motivation for Bournemouth Airports Airspace Change Proposal (ACP), a detailed description of the current situation (the baseline), and an overview of the conceptual options proposed for this ACP. It further describes the engagement activities with stakeholders and presents the Design Principle Evaluation (DPE) against the options presented and highlights where stakeholders have had an input into this process.

1.2. CAP1616

- 1.2.1. Airspace Change Proposals (ACPs) are developed using an established process laid down by [CAP 1616](#). The airspace change process is designed to be transparent, comprehensible and proportionate, and is aligned to the [Government's policy](#) on managing airspace.

¹ The AMS replaced the Future Airspace Strategy (FAS) (2011)

- 1.2.2. The 7-stage process contains 14 'Steps' and 4 'Gateways'. The Change Sponsor² must satisfy the CAA at each of these 'Gateways' that it has followed the process. Failure to do so results in the need to conduct further work until such time as the CAA is satisfied.
- 1.2.3. Figure 1 illustrates the stages and steps and identifies the process gateways at which an ACP may not progress until approval is gained from the CAA. The red arrow indicates where Bournemouth Airport are in the process.

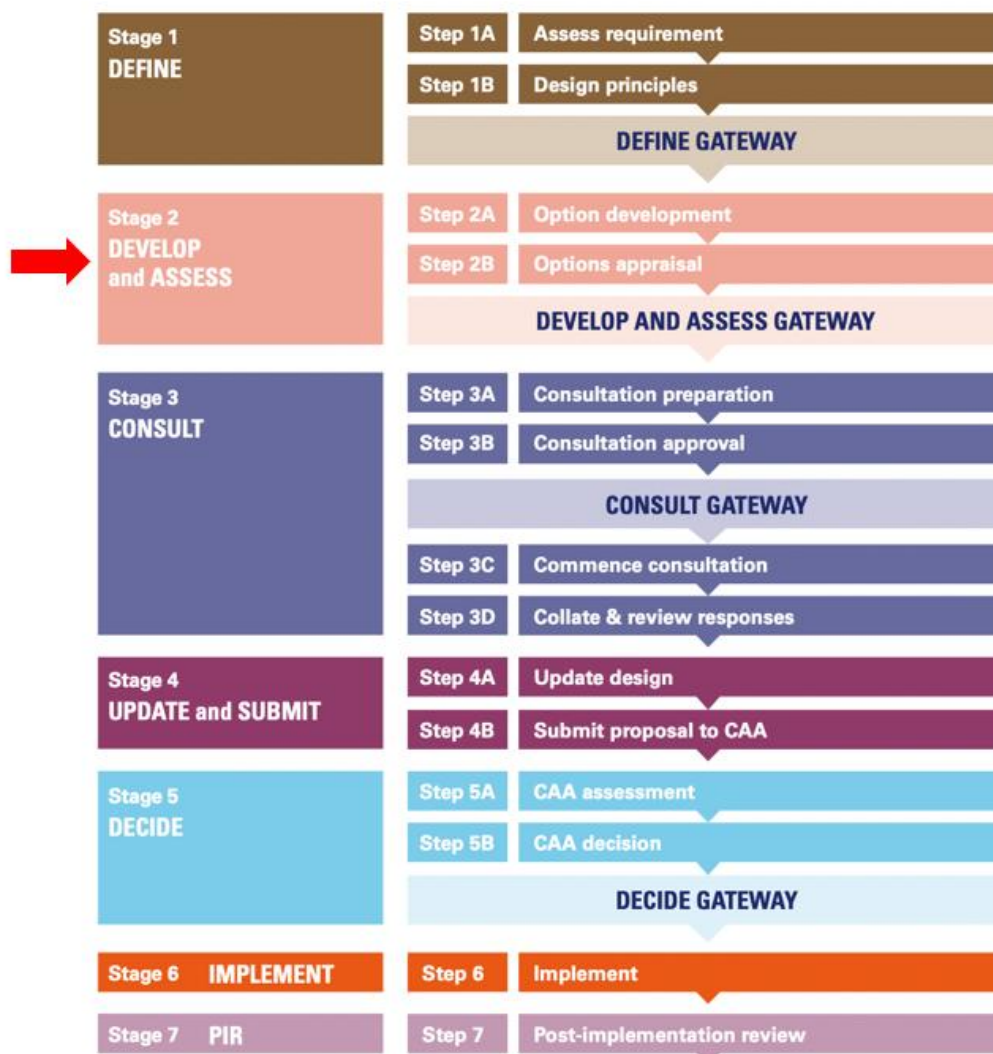


Figure 1: CAP1616 Process

² A Change Sponsor is usually an airport or a provider of air navigation services (including air traffic control) which requests a change to an airspace design.

1.3. Statement of Need

1.3.1. The CAA require change sponsors to clearly set out the identified need as to why an airspace change is being considered.

1.3.2. Bournemouth Airport's Statement of Need (SoN) states:

"As part of the Airspace Modernisation Strategy for the south of England, Bournemouth Airport believe it is necessary to look to redesign the Airspace, to facilitate revised departure and arrival routes, in association with the FASI-South Programme; linking with other key airports identified in the Programme, to modernise the overall airspace structure and route network."

1.3.3. This document aims to address this SoN by developing an initial comprehensive list of options and aligning them to the Design Principles (DP) developed in stage 1.

1.4. Progress so far

1.4.1. Stage 1: Bournemouth Airport began their ACP in September 2021 and subsequently passed through the Stage 1 Gateway of the CAP 1616 process in October 2022. The Stage 1 documentation can be found on the ACP Portal: [Bournemouth FASI \(ACP-2019-43\)](#).

1.4.2. Bournemouth Airport completed the activities associated with Step 1 of the process and produced a Statement of Need (see Section 1.3) and developed a set of design principles (see Section 1.5) in conjunction with stakeholders.

1.4.3. Stage 2: This document describes the Options Development and Design Principles Evaluation (DPE) completed by Bournemouth Airport to comply with step 2a of the CAP1616 process. It further identifies key stakeholders, provides an account of engagement activities and an overview of the feedback from these activities.

1.5. Design Principles

1.5.1. The Design Principles (DP) encompass the safety, environmental and operational criteria and the strategic policy objectives that Bournemouth Airport seeks to achieve in developing this airspace change proposal.

1.5.2. Whilst the DPs are naturally based around fundamentals such as safety, traffic and environmental impacts, they also describe qualities this ACP seeks to achieve, including local priorities and trade-offs regarding the distribution of noise.

1.5.3. The DPs were developed through engagement with local communities, operational and other relevant stakeholders. The result of this two-way engagement is a comprehensive list of DPs (Table 1), against which the options will be assessed in Section 6 of this document (see also Section 2 for methodology).

1.5.4. The rationale for accepting or rejecting DPs was based on compatibility with the SoN, safety and regulatory requirements, and to encompass feedback from stakeholders.

Design Principle Number & Title	Description
1- Safety	The airspace design and its operation must maintain or, where possible enhance, current levels of safety.
2- Overflight	The new procedures should not increase the number of people overflown by aircraft using the Airport.
3- Noise Footprint	The design should limit, and where practicable reduce, the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and, where possible, periods of built-in respite should be considered.
4- Tranquillity	Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.
5- Emissions and Air Quality	The proposed design should minimise CO ₂ emissions per flight.
6- Airspace Dimensions	The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.
7- Airspace Complexity	The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.
8- Technical Requirements	The design shall be acceptably compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.
9- Systemisation	The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.
10- Independence	Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.
11- Operational Cost	Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.
12- AMS Realisation	This ACP must serve to further, and not conflict with, the realisation of the AMS.
13- PBN	The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.

Table 1: Design Principles

1.6. AMS Strategic Objectives

- 1.6.1. The AMS objectives are explained in CAP1711. AMS realisation is one of the DPs for this ACP (DP12) and is further considered in the Options Appraisal.

- 1.6.2. Below is a summary of the AMS Strategic Objectives which can be found on the CAA's website and CAP1711 Part 1³. These are referenced throughout this ACP, particularly in the (DPE) assessment of DP12 – AMS Realisation and the Initial Options Appraisal (IOA) assessment of AMS Realisation.



Figure 2: Airspace Modernisation Strategy Strategic Objectives

- **Safety:** Maintaining and, where possible, improving the UK's high levels of aviation safety has priority over all other 'ends' to be achieved by airspace modernisation;
 - **Integration of diverse users:** Airspace modernisation should, wherever possible, satisfy the requirements of operators and owners of all classes of aircraft, including the accommodation of existing users (such as commercial, General Aviation, military, taking into account interests of national security) and new or rapidly developing users (such as remotely piloted aircraft systems, advanced air mobility, spacecraft, high-altitude platform systems);
 - **Simplification, reducing complexity and improving efficiency:** Consistent with the safe operation of aircraft, airspace modernisation should wherever possible secure the most efficient use of airspace and the expeditious flow of traffic, accommodating new demand and improving system resilience to the benefit of airspace users, thus improving choice and value for money for consumers;
 - **Environmental sustainability:** Environmental sustainability will be an overarching principle applied through all airspace modernisation activities. Modernisation should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance and, in doing so will take account of the interests of all stakeholders affected by the use of airspace.
- 1.6.3. In order to assess DP12 for this ACP, the above objectives are used to qualitatively assess AMS realisation. Note that other DPs, such as DP1 (Safety), DP7 and 9 (Airspace complexity and systemisation), DP5 (Emissions and Air Quality) are separately assessed but relevant to AMS objectives. Other environmental factors, for example biodiversity is not a specific DP but is assessed in the IOA document.

1.7. Airspace Change Masterplan

- 1.7.1. In 2019, the Airspace Change Organising Group (ACOG) was established at the request of the DfT and CAA to coordinate the delivery of key elements of the UK's AMS. ACOG have

³ CAP 1711 Part 1: [CAP1711: Airspace Modernisation Strategy 2023–2040 Part 1: Strategic objectives and enablers](#)
| [Civil Aviation Authority \(caa.co.uk\)](#)

devised the [Airspace Masterplan](#) which identifies where airspace changes are needed and coordinates implementations.

- 1.7.2. The Masterplan considers potential conflicts, trade-offs and interdependencies that exist between airports and the associated airspace, as well as the concepts that might be used to resolve them. The plan will not show the detail of proposed airspace changes such as flight paths. These will be publicly consulted on separately over the next few years by airports and NATS⁴, as the sponsors of the airspace changes.
- 1.7.3. ACOG's [Masterplan Iteration 2](#) was accepted by CAA in 2022. The purpose of Iteration 2 is to provide a system-wide view of the scope of the constituent ACPs and identify the potential interdependencies between the proposals, a third iteration is expected shortly and will include a description of the proposed airspace structure and route network envisaged by the interdependent airspace change proposals when viewed as a collective. Any future iterations will build on this and take into account the output of the consultation stages of each individual airport airspace change proposal.
- 1.7.4. Collectively, the ACPs that are included in the Masterplan are referred to as the 'constituent airspace change proposals'. Each individual ACP is developed following the same detailed process steps laid out in the CAA's guidance for changing the airspace design described above (Section 1.2). The CAA evaluates the progress of every ACP through each stage of the process and make decisions on whether to approve further development and ultimately the implementation of the proposed changes. Progress of all proposed changes to UK airspace can be monitored via the [Airspace change portal](#).

1.8. Performance-Based Navigation

- 1.8.1. One of the major aims of the AMS is to optimise future airspace designs by considering modern aircraft performance and functional capabilities. This will improve efficiency, saving time, fuel and reduce emissions.
- 1.8.2. Key to achieving the AMS aims is the application of Performance-Based Navigation (PBN). In parallel, the UK Navigation Infrastructure will also be optimised to take advantage of the Lateral Navigation accuracy from Global Navigation Satellite Systems (GNSS). Conventional Ground-Based navigation aids will be retained for resilience.
- 1.8.3. PBN is being adopted world-wide. International Civil Aviation Organisation (ICAO) States are expected to modernise airspace through International, Regional and State level initiatives, including regulations. It impacts both the high-level airways and the lower-level arrival and departure routes into and out of airports and IAPs.
- 1.8.4. European-wide legislation⁵ was developed to drive the deployment of PBN in the European region to meet the international vision laid down by ICAO.

⁴ NATS - provides en-route air traffic control services to flights within the UK flight information regions and the Shanwick Oceanic Control Area. It also provides air traffic control services to 14 UK airports.

⁵ Commission Implementing Regulation EU 2018/1048, PBN-IR

1.9. Altitude-Based Priorities for Environmental Impacts

1.9.1. The Government's priorities for consideration of the environmental impacts arising from airspace change proposals are set out in its Air Navigation Guidance. For the purposes of assessing environmental impacts of ACPs the CAA should apply the following altitude-based priorities:

- In the airspace from the ground to below 4,000 feet, the Government's environmental priority is to limit and, where possible, reduce the total adverse effects on people;
- Where options for route design from the ground to below 4,000 feet are similar in terms of the number of people affected by total adverse noise effects, preference should be given to that option which is most consistent with existing published airspace arrangements;
- In the airspace at or above 4,000 feet to below 7,000 feet, the environmental priority should continue to be minimising the impact of aviation noise in a manner consistent with the Government's overall policy on aviation noise, unless the CAA is satisfied that the evidence presented by the sponsor demonstrates this would disproportionately increase CO2 emissions;
- In the airspace at or above 7,000 feet, the CAA should prioritise the reduction of aircraft CO2 emissions and the minimising of noise is no longer the priority;
- Where practicable, it is desirable that airspace routes below 7,000 feet should seek to avoid flying over Area of Outstanding Natural beauty (AONB) and National Parks (NPs); and,
- All changes below 7,000 feet should take into account local circumstances in the development of the airspace design, including the actual height of the ground level being overflown, and should not be agreed to by the CAA before appropriate community engagement has been conducted by the sponsor.

1.9.2. This ACP concerns changes being made from the surface to 7,000 feet and accordingly, five of the above bullets apply.

1.10. Bournemouth Airport's Airspace Modernisation Strategy

1.10.1. ACOG coordinates the delivery of two major national airspace change programmes known as Future Airspace Implementation South (FASI-S) and Future Airspace Implementation North (FASI-N). FASI-S is a complete redesign of the existing airspace structure in Southern England and Bournemouth Airport is one of several key airports included within this programme. Our neighbour, Southampton Airport, is also included.

1.10.2. Bournemouth Airport must ensure that modernisation proposals are aligned with neighbouring airports and connect efficiently with the network above. FASI-S airports are responsible for modernising or upgrading their individual arrival and departure routes up to 7,000ft. NERL⁶ are responsible for redesigning the route network above 7,000ft. FASI-S also includes low-level airport changes led by change sponsors. These are focussed on low-level

⁶ NATS is split into two main service provision companies: **NATS En-Route PLC** (NERL) and NATS Services Ltd (NSL). NERL is the sole provider of civilian en-route air traffic control over the UK and is regulated by the CAA which, for example, determines the charges NERL can make.

designs including the better management of noise impact and reduction of environmental impacts.

2. Methodology

2.1. Introduction

- 2.1.1. This Section describes the methodologies used in this ACP in line with guidance from the CAA and DfT. It begins with how the baseline was assessed in terms of the current day situation followed by the environmental assessments for noise, emissions, air quality, tranquillity and biodiversity. The last Sections describe the methodology used for developing the options, the process for engaging stakeholders and the process used to evaluate the options against the DPs.
- 2.1.2. The Government have altitude-based priorities for consideration with regards to environmental impacts. These priorities are detailed in Section 1.9.1 and were considered in the development of the DPs and evaluated in each environmental Section where appropriate.

2.2. Baseline Assessment (Do-nothing)

- 2.2.1. A baseline is required in order to assess the environmental impacts, the costs and/or benefits of any change and to assess any safety implications. This is to reflect a 'do-nothing' scenario and will represent the current situation. However, it will also consider any known anticipated factors, such as developments in planning near the airport, forecast growth in air traffic or expected changes in airlines' fleet mix.
- 2.2.2. This Section aims to describe the baseline, or current state, of the environmental aspects (noise, CO₂ emissions, air quality, tranquillity and biodiversity) with a view to a comparison of potential impacts for each option. These assessments will be carried out using the principles of the Government's Green Book⁷, and the Department for Transport's (DfT) Transport Analysis Guidance (TAG) and associated toolkit Web-based Transport Analysis Guidance (formally known as WebTAG).
- 2.2.3. **TAG** is the DfT's suite of guidance on how to assess the expected impacts of transport policy proposals and projects. The guidance covers various transport modes including rail, road, aviation, walking and cycling. ACPs that require government approval are expected to make use of this guidance in a manner appropriate for that ACP. Airspace change options are assessed using TAG. The DfT have published [guidance](#) explaining what TAG is and how it can be used to assess environmental impacts. This will be covered in more detail in the IOA document associated with this ACP.
- 2.2.4. During the development of this ACP, the baseline data have been revised twice following reassessments of aircraft tracks. The initial assessment used track data collected between July and August 2022, while the second assessment used data from 16 June to 15 September 2023 (inclusive). The final assessment was based on the same 2023 dataset but refined further to reflect updated track placement and procedural accuracy. A detailed explanation of the baseline evolution is provided in Section 4.2.

⁷ The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes and projects.

- 2.2.5. The baseline swathes⁸ formed the starting point for the generation of the option swathes described in Section 2.8. By understanding the current operational patterns the airspace team were able to identify where potential modifications could deliver safety, environmental or efficiency improvements. The baseline assessment therefore serves not only as the environmental and operational benchmark but also as the foundation for defining and evaluating all subsequent options.
- 2.2.6. The baseline swathes were generated using actual aircraft track data to represent the typical dispersion of flights along each route. The swathes illustrate the lateral spread of aircraft operations observed during the baseline period, providing a realistic depiction of where aircraft are most likely to fly.
- 2.2.7. Section 2.8 describes how these swathes were developed using the baseline data, DPs, and stakeholder feedback to produce the set of options evaluated within this report.
- 2.2.8. Following the establishment of the baseline (with some subsequent adjustments), a Do-Minimum option was developed. This option describes the minimum change required to address both the issues with the 'do nothing' scenario whilst also addressing the issues identified in the SoN. For this ACP it represent a minor enhancement of the Do-Nothing baseline, through the introduction of RNAV procedures while maintaining current operational characteristics.

2.3. Noise

- 2.3.1. The approach to assessing aircraft noise associated with Bournemouth Airport operations follows the requirements of [CAP 2091: Policy on Minimum Standards of Noise Modelling](#). This section defines how baseline noise conditions were established and how future design options will be evaluated at later stages of the ACP.
- 2.3.2. Noise modelling has been undertaken by Bickerdike Allen Partners LLP (BAP) using the Aviation Environmental Design Tool (AEDT v3g) in accordance with ECAC Doc 29 (3rd Edition) and ICAO Doc 9911. The model applies standard input data for aircraft performance, noise
- 2.3.3. Contours were generated for an average summer day (07:00–23:00) and summer night (23:00–07:00) using aircraft movement data for the representative 92-day period 16 June – 15 September 2024⁹, with forecasts extended to 2037. These years correspond to the current baseline and the 10-to-15-year design horizon defined for environmental appraisal under CAP 1616H.
- 2.3.4. Population exposure was determined by overlaying contours on 2024 postcode centroid data derived from ONS Census datasets. Outputs were post-processed using CAA-approved interpolation to determine the number of residents within each noise band.

⁸ A swathe represents a notional lateral envelope within which a procedure could be contained

⁹ The operational baseline for track and airspace analysis is based on 2023 radar data (16 June – 15 September). The baseline for noise modelling uses the 2024 validated dataset from Bickerdike Allen Partners, which incorporates updated fleet mix and population data. Both datasets represent current operations prior to any airspace change and are therefore considered consistent for baseline assessment purposes.

- 2.3.5. In accordance with Table 1 of CAP 2091, Bournemouth Airport is classified as a Category D airport, based on the number of people exposed to ≥ 51 dB LAeq,16h (day) and ≥ 45 dB LAeq,8h (night). This classification is forecast to remain unchanged through 2037.
- 2.3.6. This methodology will be applied consistently to quantify changes between the Baseline, Do-Minimum and any future Design Options assessed during Stage 3 of the ACP.

2.4. CO₂ Emissions

- 2.4.1. Bournemouth Airport will undertake environmental assessments (quantitative and/or qualitative, according to the scale of the change options and the nature of the potential environmental impacts) as part of the next stage of this ACP (see IOA document). Additionally, a longer term (10-year) forecast scenario will also be provided.
- 2.4.2. One of the desired environmental outcomes for this ACP is reflected in Bournemouth Airport's DPs. DP5 states that the proposed design should minimise CO₂ emissions per flight (see Section 1.5).
- 2.4.3. For the purposes of this stage of the ACP, CO₂ emissions are qualitatively assessed using track length, and therefore estimated fuel burn, to determine any changes from current day movements.

2.5. Local Air Quality (if any options include changes below 1,000 feet)

- 2.5.1. CAP 1616 states that 'due to the effects of mixing and dispersion, emissions from aircraft above 1,000ft are unlikely to have a significant impact on local air quality'. Therefore, the impact of airspace design on local air quality is generally negligible compared with other factors such as changes in the volume of air traffic, and local transport infrastructures feeding the airport. However, sponsors must still show explicit consideration of whether local air quality could be impacted when developing airspace change proposals.
- 2.5.2. The CAA have also stated that they will continue to consider the impact of airspace changes to local air quality, in addition to biodiversity and tranquillity, as part of their regulatory role¹⁰. The UK Airspace Change Masterplan will also consider non-CO₂ warming effects as part of their work in other areas, such as in relation to sustainable aviation fuels and novel technologies, whilst considering the latest scientific research.
- 2.5.3. Air Quality Management Area (AQMA) boundaries are identified using DEFRA's UK Air Information Resource [interactive map](#). These are detailed in Section 3.7. An AQMA is a designated area where air quality does not meet the standards set by the government for specific air pollutants, such as Nitrogen Dioxide (NO₂), particulate matter (PM₁₀) or Sulphur dioxide (SO₂). AQMAs are designated by local authorities to address air pollution and implement plans to improve air quality. Bournemouth Airport conducted a desktop survey using DEFRA's UK Air Information Resource to identify any AQMAs in the vicinity.

¹⁰ See CAA' Environmental sustainability Strategy, Our areas of Work.

2.6. Tranquillity

- 2.6.1. Tranquillity refers to the remoteness and sense of isolation, or lack of it, within the landscape. This can be affected and often determined by noise levels and visual amenity resulting from the absence of built development and intrusion from traffic.
- 2.6.2. Impacts upon tranquillity must be considered with specific reference to Areas of Outstanding Natural Beauty (AONB) and National Parks in addition to other areas for consideration identified through community engagement.
- 2.6.3. Bournemouth Airport acknowledges the strengthened statutory duty set out in Section 245 of the Levelling Up and Regeneration Act 2023, which requires relevant authorities, including the Civil Aviation Authority, to seek to further the statutory purposes of National Parks when undertaking functions that may affect them. This duty has been considered in the context of the New Forest National Park and reflected in the updated assessment and engagement approach.
- 2.6.4. In line with [TAG Unit A3 \(Section 5\)](#) Step 1: Scoping and identification of study area is detailed in this document. This provides baseline information regarding tranquillity and satisfies the initial step in the determination of any changes to the tranquillity of the environment for all options taken forward.
- 2.6.5. Tranquillity is specified in Bournemouth Airport's DPs, see Section 1.5, DP 4.
- 2.6.6. Qualitative assessment of tranquillity impacts will be undertaken as part of the options appraisal.
- 2.6.7. In TAG, the Landscape Appraisal Worksheet identifies the features Pattern, Tranquillity, Cultural, and Land Cover, each of which is described and assessed against the following indicators: Scale it Matters, Rarity, Importance and Substitutability. The impact is recorded in the final column. The assessment score is derived from Table 4 which gives a seven-point scale based on the schemes fit with the landscape or landform, visual amenity, loss of character, degree of mitigation and effect on policies. This will be completed in stage 3 of this ACP.
- 2.6.8. Scoping and identification of AONBs, National Parks and other local areas for consideration was completed using the [DEFRA MAGIC Map application](#); MAGIC website provides authoritative geographic information about the natural environment from across government. The information covers a variety of environments and is presented in an interactive map which can be explored using various mapping tools.
- 2.6.9. A Tranquillity Map was produced with Bournemouth Airport at the centre and areas for consideration were identified within a 25nm radius. See Section 3.8 and Figure 15.

2.7. Biodiversity

- 2.7.1. Consideration was given to relevant legislation regarding biodiversity, such as Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2010.

- 2.7.2. CAP1616 states that all changes below 7,000 feet should consider local circumstances in the development of airspace structures, the change sponsor should include in its consultations and engagement, potential biodiversity implications associated with design options under consideration and should be mindful of such potential impacts as are identified by stakeholders.
- 2.7.3. Whilst ACPs are unlikely to have an impact upon biodiversity because they do not involve ground-based infrastructure, biodiversity was considered during the development of the DPs (stage 1b) and our stakeholders had the opportunity to include biodiversity as a principle in questions 3, 9 and 26.
- 2.7.4. Stakeholders did not identify biodiversity concerns during the engagement or in feedback in stage 1b of this ACP process.
- 2.7.5. Note: for Bournemouth Airport RNAV Approaches ACP (ACP-2018-40), DP3 takes into consideration the Moors River System SSSI in relation to the ILS localiser for runway 08; the impact of decommissioning the localiser was discussed in detail with Hampshire County Council, Natural England, and the New Forest National Park during decommissioning to minimise any disturbance to local flora and fauna.
- 2.7.6. Given the above statements and considerations, no further quantitative assessment is considered necessary for this stage of the ACP. This will be given further consideration at stage 3 of this ACP.
- 2.7.7. DEFRA's MAGIC maps were used to identify any environmentally sensitive areas and areas of conservation, these are Ramsar sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA) and Special Areas of Conservation (SAC). These can be used to further assess any potential changes in biodiversity once options have been refined at a later stage of the ACP process.

2.8. Options Development

- 2.8.1. Bournemouth Airport is required to develop an initial list of options that address the SoN (Section 1.2) and align with the DPs (Section 1.5).
- 2.8.2. The development of design swathes followed a structured, iterative process intended to translate the agreed DPs into a set of airspace concepts. Each swathe represents a notional lateral envelope within which a procedure could be contained, rather than a fixed track, enabling environmental and operational factors to be considered prior to detailed design. Swathes are:
- An area where route options could be designed;
 - A wide area of airspace that goes from the runway to c7,000 feet above sea level;
 - Based around aircraft flying Continuous Climb Departures;
 - At least 4.5 nautical miles wide at 7,000 feet;
- 2.8.3. The following image illustrates the swathe concept.

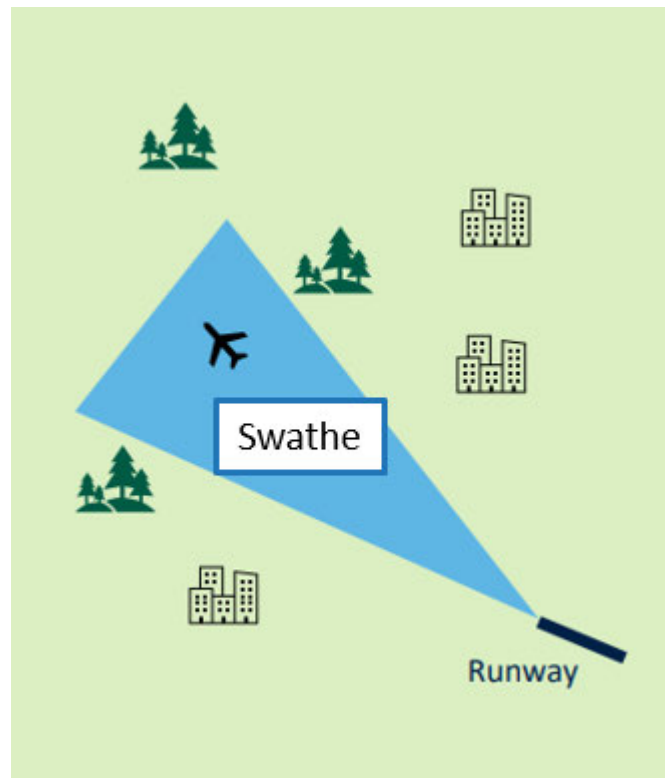


Figure 3: Illustration of the swathe concept.

- 2.8.4. The swathe development process involved internal workshops with Subject Matter Experts (SMEs) from BOH and Cyrrus, initially undertaken in 2022 and subsequently refined through further internal workshops during 2023 and early 2025. Having considered the Current Operational requirement, the team conceived unconstrained options which started by using a 'blank sheet of paper' approach. Whilst it was accepted that this may result in unrealistic options, it was considered important to think as broadly as possible via this technique to identify as wide a range of options as possible. These options were then tested with operational controllers at BOH, to assess their feasibility and were developed further to create the long list of options we took forward for the initial Stakeholder engagement.
- 2.8.5. Bournemouth Airport carried out preliminary tests on the initial list of options with the same stakeholders engaged with in Step 1B to ensure that they are satisfied that the design options are aligned with the DPs and that Bournemouth Airport has properly understood and accounted for any concerns specifically related to the design options.
- 2.8.6. During the engagement process it is vital that the airport identifies any critical interdependencies with neighbouring air navigation service providers (operational, technical or training), and establishes plans to resolve any issues that arise.
- 2.8.7. The design options presented at Stage 2 were intentionally developed at a broad, conceptual level to ensure that all relevant geographical areas surrounding Bournemouth Airport were included within the assessment and stakeholder engagement process. The aim at this stage was to provide transparency and coverage across the full range of potential trajectories and community areas that could be affected, rather than to depict finalised route alignments or procedure designs.

- 2.8.8. Accordingly, the swathes shown in this document represent indicative envelopes that capture the range of feasible paths within which procedures might ultimately be designed. These swathes may therefore be merged, refined, or subdivided at later stages of the CAP 1616 process as design work progresses and as more detailed technical, environmental, and stakeholder evidence becomes available.
- 2.8.9. This approach aligns with the intent of Stage 2 (“Develop & Assess”), which seeks to explore the full spectrum of reasonable design concepts before refinement. It also ensures that stakeholder engagement at this stage is comprehensive, covering all potentially affected areas and communities, without pre-determining the exact routing that will be subject to detailed design and consultation at Stage 3.
- 2.8.10. The options were developed swathes, as described above, to create design options and these options were coded by Arrival/Departure, runway, design envelope and individual letter to identify each option within each design envelope. This is illustrated in Figure 4 below.

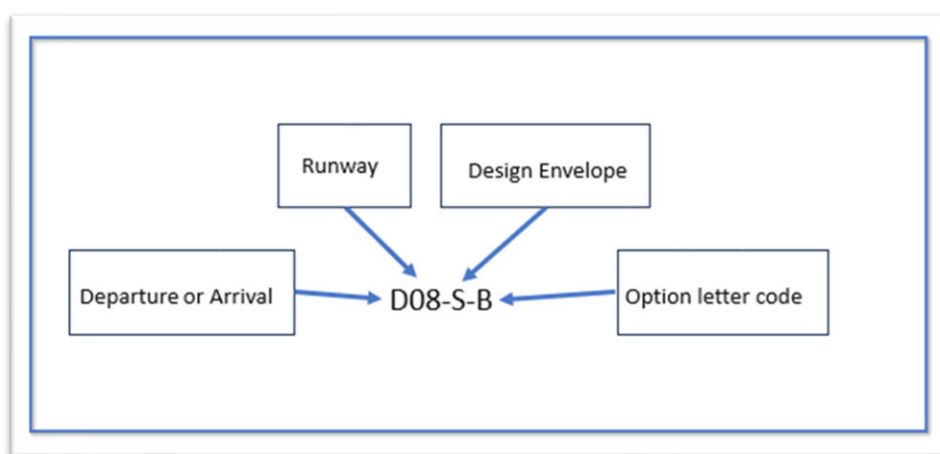


Figure 4 Illustration of Design Option code

- 2.8.11. Initial stakeholder feedback was sought on the DPE in 2022; baseline and option details have since been refined to reflect updated data and engagement outcomes.
- 2.8.12. For Departures, 4 design envelopes were developed for runway 08 (RWY08) and 3 for runway 26 (RWY26).

Departures:

Runway 08

North and West	Northeast	East	South
D08-NW-A	D08-NE-B Baseline	D08-E-C Baseline	D08-S-B Baseline
D08-NW-B	D08-NE-Do Minimum	D08-E-Do Minimum	D08-S-Do Minimum
D08-NW-C	D08-NE-A	D08-E-D	D08-S-A
D08-NW-D			

D08-NW-E			
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Table 2: RWY08 Departure Design Envelopes

Runway 26

North and West	East	South
D26-NW-A	D26-NE-C Baseline	D26-S-B Baseline
D26-NW-B	D26-NE-Do Minimum	D26-S-Do Minimum
D26-NW-C	D26-NE-A	D26-S-A
D26-NW-D	D26-NE-D	D26-S-C
D26-NW-E	D26-NE-E	

Table 3: RWY26 Departure Design Envelopes

2.8.13. For Arrivals there were 4 design envelopes for each runway. They are as follows:

Arrivals:

Runway 08

North and West	Northeast	Southeast	South
A08-NW-A	A08-NE-B Baseline	A08-SE-C Baseline	A08-S-C Baseline
A08-NW-B	A08-NE-Do Minimum	A08-SE-Do Minimum	A08-S-Do Minimum
A08-NW-C	A08-NE-A	A08-SE-B	A08-S-A
A08-NW-D	A08-NE-C		A08-S-B
A08-NW-E			

Table 4: RWY08 Arrival Design Envelopes

Runway 26

North and West	Northeast	East Southeast	South
A26-NW-A	A26-NE-B Baseline	A26-ESE-A Baseline	A26-S-C Baseline
A26-NW-B	A26-NE-Do Minimum	A26-ESE-Do Minimum	A26-S-Do Minimum
A26-NW-C	A26-NE-A	A26-ESE-B	A26-S-A
A26-NW-D			
A26-NW-E			

Table 5: RWY26 Arrival Design Envelopes

2.8.14. Once the design boundary was determined (see Section 5.1), local factors that could impact safety were identified by analysing the airspace within the LTMA with a focus on the Southwest corner. Whilst Bournemouth Airport is adjacent to the LTMA it is included in the LTMA stakeholder engagement for the FASI-S ACP process.

2.8.15. Where factors were identified they were categorised as either constraints or considerations. Constraints were defined as aspects that have a direct impact on designs or limit the placement of arrival and departure route options. Considerations were defined as aspects that do not limit designs, but which needed to be taken account of in designing options.

- 2.8.16. The constraints and considerations within the design boundary were identified through a combination of desktop analysis, internal expert review, and feedback from stakeholders. These included environmental designations (such as the New Forest National Park and local AONBs), populated areas, noise-sensitive receptors, controlled airspace boundaries, danger and restricted areas, and operational factors such as radar coverage and existing flight paths. Mapping these elements enabled the design team to define where airspace change could or could not realistically be accommodated and to ensure that all significant environmental and operational sensitivities were recognised early in the design process.
- 2.8.17. Constraints and considerations conceptual diagrams were developed with this information and further information regarding arrival and departure constraints from neighbouring airport SOU.
- 2.8.18. In the Options Development Sections of this report (Section 5), each sub-Section begins with a description of the current situation, or baseline. The baseline was also presented to stakeholders for feedback as the 'do nothing' option and therefore given an option identification for evaluation and for compatibility with the DPs.
- 2.8.19. Following initial stakeholder feedback in December 2022, Bournemouth Airport reassessed the baseline to reflect updated traffic data, revised radar track information, and minor operational changes observed during 2023–2025. This review also considered CAA feedback received through the Stage 2 Gateway process and subsequent guidance sessions. The revised baselines and corresponding "Do Minimum" options were introduced to ensure that assessments accurately represent current-day operations and that stakeholders have a clear basis for comparison when evaluating potential design changes.
- 2.8.20. Documents were produced and sent to all stakeholders with summaries of these changes, beginning with a description of the baseline changes; the new baselines were shown over track data to illustrate why these changes had been made.
- 2.8.21. The initial document also described the design envelope and options changes and provided a series of images illustrating the old options alongside the new options. Additionally, it provided other information and maps in relation to the considerations, such as noise, environmental and airspace to assist stakeholders with the assessment of the DPs against the options.
- 2.8.22. This latest revision (2025) also introduces the 'Do Minimum' options, which represent modest refinements of the existing operations and provide a more realistic comparator against potential future design changes.
- 2.8.23. The Options conceived for each design envelope are depicted in Section 5 of this report in three ways. The three representations are intended to illustrate:
- Geographical grounding of each option,
 - How each option interacts with the airspace around it,
 - Provide a clearer picture of the populations overflown and environmental considerations.
- 2.8.24. The three maps for each design envelope displayed on:
- Ordnance Survey map

- En-Route chart
- Google Earth, showing AONBs and National Parks

- 2.8.25. The relative pros and cons of each option are not considered at this stage; the Options are simply presented and explained with a view to accepting or rejecting options at the next stage after further stakeholder engagement. Some options may be discounted at the Design Principle Evaluation stage based on safety or connectivity issues. The extent to which all option do or do not meet the DPs is covered in Design Principle Evaluation Section 6.
- 2.8.26. It is possible more than one option may be progressed, for each departure and arrival direction, through to implementation. Such a scenario would facilitate dispersion of impacts and the potential for relief and respite.
- 2.8.27. The list of options described hereafter, will be refined to a short list through a process of:
- Design Principle Evaluation;
 - Stakeholder Engagement; and
 - Options Appraisal (Step 2b).
- 2.8.28. The Options developed are purely swathes at this stage (i.e. areas within which a final departure or arrival nominal track might ultimately be designed). It is intended that the fine tuning from swathes to definitive options (actual tracks) will take place during Stage 3 of the ACP process ahead of the Formal consultation.
- 2.8.29. It is accepted that not all available options may have been identified in the work done by our consultants. Therefore, stakeholders were invited to provide any other options for consideration in the Options Development Workshops. This is discussed further in Section 6.

2.9. Stakeholder Engagement

- 2.9.1. This section describes the methodology adopted for stakeholder engagement during Step 2a of the ACP for Bournemouth Airport. The approach was designed to ensure fairness, transparency and inclusivity in accordance with the CAA's CAP 1616 H guidance, the Gunning Principles (1985)¹¹, and the UK Government Consultation Principles (2018).
- 2.9.2. Stakeholder engagement at this stage aimed to validate and refine the DPs established during Stage 1b and to obtain feedback on the development and assessment of options prior to Stage 2b. The engagement methodology was therefore structured to ensure that all relevant stakeholder groups could provide informed, evidence-based input to the evaluation process.
- 2.9.3. The engagement process followed a structured framework comprising:
- Planning and Preparation: identification of stakeholder categories and determination of engagement objectives;

¹¹ More information about the Gunning Principles can be found [here](#).

- Information Provision: delivery of briefing materials and presentations explaining the ACP context, DPs and options;
- Engagement Activities: workshops and surveys designed to capture both qualitative and quantitative feedback; and
- Analysis and Integration: systematic review of responses and incorporation of findings into the Design Principle Evaluation (DPE).

2.9.4. Stakeholders were identified through desktop review and reference to prior engagement records from Stage 1b. They were grouped into functional categories including:

- AV – Aviation stakeholders (airlines, GA operators, NATS, adjacent aerodromes);
- MI – Military and defence interests;
- EB – Environmental bodies and agencies;
- LC – Local authorities, councils, and community representatives; and
- GO – Government departments or regulators.
- LO – Local Organisation (or National representing local interests)

2.9.5. Each stakeholder was assigned a unique code in accordance with GDPR and internal data-management procedures to enable consistent cross-stage tracking of responses as detailed in Table 6, Table 7 and Table 8

Organisation	Sector code	Individual code
European Cargo	AV	01
Draken	AV	02
NATS (NERL)	AV	03
Ministry of Defence (MOD)	MI	04
New Forest National Park Authority	EB	05
Lasham Gliding Society	GA	06
Southampton Airport	AP	07

Table 6: First Stakeholder Engagement participant codes

Organisation	Sector code	Individual code
Cranborne Chase Area of Outstanding Natural Beauty	EB	08
Burley Parish Council	LC	09
Ryanair	AV	10
Bournemouth University (Vice Chair Bournemouth Airport ACC)	LO	11
NATS (NERL)	AV	12
Ministry of Defence (MOD)	MI	13
New Forest National Park Authority	EB	14
British Helicopter Association	AV	15

Table 7: Second Stakeholder Engagement participant codes

Organisation	Sector code	Individual code
NATS (NERL)	AV	16
Southampton Airport (AGS Airports)	AV	17
New Forest National Park Authority	EB	18
Wessex Hang Gliding and Paragliding Club	AV	19
Skyborn Flight Training	AV	20
The National Trust	LO	21
Danger Area Air Traffic Management (DAATM)	MI	22

Table 8: Third Stakeholder Engagement participant codes

2.9.6. Engagement activities used a combination of in-person workshops, online sessions, surveys, and an open drop-in information session (online).

- Workshops allowed interactive discussion of design envelopes, operational constraints, and interdependencies with neighbouring airports.
- Online sessions provided flexibility for remote stakeholders to receive presentations, ask questions, and clarify technical aspects of the options.
- The drop-in information session offered stakeholders a final opportunity to meet with the project team, review the updated baseline and Do-Minimum options, and raise any remaining queries ahead of the Stage 2 Gateway submission.
- Surveys enabled structured feedback using Yes/No/Other questions aligned to each Design Principle, supported by free-text comment boxes for qualitative input.

2.9.7. The survey and session design allowed comparison of feedback themes with Stage 1b data and provided measurable input to the Step 2a Design Principle Evaluation (DPE). Responses were reviewed and coded by theme (safety, environmental, operational complexity, community impact, etc.). Quantitative responses were analysed by proportion of agreement or disagreement with each DP, and qualitative responses were synthesised to identify emerging issues or consensus positions. The findings informed option refinement and will support continuous engagement throughout Stage 3.

2.9.8. All engagement records, survey data and correspondence are retained in accordance with Bournemouth Airport's internal document-control procedures and will be made available via the CAA ACP Portal where appropriate. A summary of engagement results are presented in Section 5 of this report and more detailed feedback against each option and/or design envelope is presented in Section 7.

2.10. Design Principle Evaluation

2.10.1. The Design Principle Evaluation (DPE) takes each of the options and qualitatively assesses them against the DPs developed in Stage 1 (Section 7). The Team at Cyrrus and Bournemouth Airport conducted an internal Design Principle evaluation on all the Options. Feedback from the stakeholder engagement exercises were also used to inform the DPE.

2.10.2. This basic assessment of the Options, where each swathe was assessed against each Design Principle and assigned a colour depending on whether it was deemed to meet the Design Principle adopted the following:

- Fully met (Green).
- Partially met (Amber).
- Not met (Red).

2.10.3. Based on the assessment, a report is produced for each design option (DO). Table 9 illustrates the template used, this highlights where each DP has been met, partially met or not met. Moreover, it includes a summary of the qualitative assessment for each DO. This template has been adapted from the proforma in the CAP1616 document (Appendix E, pp208). The DPE can be found in Section 6 of this document.

Design Principle Evaluation		Option No:	
Option Name		Accept/Reject	
<i>Description of option</i>			
Design Principle	NOT MET	PARTIAL	MET
<i>Summary of qualitative assessment</i>			

Table 9: DPE template

2.10.4. The DPE includes four key assessment stages, presented in separate columns for clarity. The initial RAG assessment is shown under 'BOH Eval.', representing Bournemouth Airport's first evaluation of each option against the Design Principles. The second column, 'Post Feedback', records stakeholder responses gathered through the engagement survey and information sessions, summarising how feedback influenced the assessment. The third column, 'New Eval Criteria', reflects the methodological change introduced following CAA feedback to another sponsor, where assessments were aligned directly with the wording of each DP rather than the baseline. The final column, '2025 Eval.', presents the updated assessment undertaken for the 2025 engagement round and subsequent internal review, incorporating the most recent stakeholder feedback and ensuring consistency with CAP 1616 (v4) requirements.

2.10.5. Design Principle Evaluation Assessment Criteria ensure that each option is evaluated in a consistent and transparent manner, with stakeholder feedback considered alongside the application of each DP to provide a balanced and evidence-based assessment.

2.11. Design Principle Evaluation Criteria

- 2.11.1. The table below details the criteria for meeting the Green, Amber or Red score by design principle. Each design principle is defined alongside a statement regarding the qualitative assessment followed by the definition of how each RAG score will meet, or not, the criteria. In Section 7, each option is assessed against these criteria.
- 2.11.2. The criteria we used for the assessment of the options for the DPE was re-evaluated and revised following feedback from the CAA to another change sponsor in 2024, where it was noted that the assessment criteria methodology for the DPE incorrectly assessed the options against the Baseline, rather than against the specific wording of each Design Principle. The table below contains the old and new criteria and a description of the change.
- 2.11.3. These changes were presented to stakeholders in July 2024, and they were given an opportunity to provide any feedback, further details can be found in the stakeholder engagement section 3.12 of this document.

DP #	Design Principle		Qualitative Assessment	Description of change
DP1	Safety – The airspace design and its operation must maintain or, where possible, enhance current levels of safety.		Initial qualitative assessment to determine any potential safety concerns. A more detailed assessment will be conducted in Stage 2B in the IOA section 'Safety'.	Minor changes to the criteria wording with no impact on the assessment outcome.
Old Criteria	No safety concerns	Work needed to make safe	Unsafe	
New Criteria	Fully Met: No safety issues identified.	Partially Met: Issues identified that would require a more robust safety argument than today's operation.	Not Met: Issues identified that are unlikely to be overcome without prohibitively restrictive safety mitigations.	
DP2	Overflight –The new procedures should not increase the number of people overflown by aircraft using the Airport.		High level qualitative assessment of people overflown, utilising population density maps and identifying new areas affected. A more detailed assessment will be conducted in Stage 2B in the IOA section 'Noise impact on health and quality of life'.	We are now able to show where an option may be an improvement from today's operation. Previously options were assessed as fully meeting the criteria if it was 'no different to today or less'. With the new criteria, options are assessed as fully meeting the criteria only if there is likely to be a reduction, and partially meeting the criteria if there is minimal change.
Old Criteria	No different to today or less people overflown	Different not necessarily more	More AND different	
New Criteria	Fully Met: Limits or has the potential to reduce the number of people overflown.	Partially Met: Number of people overflown is broadly similar but could be different communities to today.	Not Met: Has the potential to increase the number of people overflown.	
DP3	Noise Footprint – The design should limit, and where practicable reduce, the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and, where possible, periods of built-in respite should be considered..		Initial high level qualitative assessment of noise impact to stakeholders on the ground (approximately 4000ft and below). A more detailed assessment will be conducted in Stage 2B in the IOA section 'Noise impact on health and quality of life'.	We are now able to show where an option may be an improvement from today's operation. Previously options were assessed as fully meeting the criteria if it was 'no different to today or less'. With the new criteria, options are assessed as fully meeting the criteria only if there is likely to be a reduction,
Old Criteria	No different to today or less people overflown	Different not necessarily more	More AND different	

DP #	Design Principle		Qualitative Assessment	Description of change
New Criteria	Fully Met: Limits or has the potential to reduce overall impacts of aircraft noise.	Partially Met: Impacts of aircraft noise likely to be broadly similar in terms of the number of people affected, new or different communities may be affected.	Not Met: Has the potential to increase the overall impacts of aircraft noise on local communities.	and partially meeting the criteria if there is minimal change.
DP4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.		Initial high level qualitative assessment. A more detailed assessment will be conducted in Stage 2B in the IOA sections 'Tranquillity' and 'Biodiversity'. Reference to sites of care or education, cultural or historic assets have not been included at this stage due to the 'swathe approach' covering too large an area to be useful when assessing individual sites- these will be fully assessed later in the options appraisal stages when the swathes are refined to more precise routes - 'lines on the map'.	Reference to today's operation has been removed from the assessment criteria as this is not relevant to the wording of the DP. The impact of the options on sites of tranquillity is individual to each option and assessed as such.
Old Criteria	No different to today or less people overflown	Different not necessarily more	More AND different	
New Criteria	Fully Met: Limits effects on Noise Sensitive Areas and does not result in any overflight of a AONB or a NP below 7000ft.	Partially Met: May result in overflight of a portion of an AONB or a NP, also may result in overflight of tranquil areas important to local communities such as reservoirs or parks.	Not Met: Results in direct and significant overflight of AONBs or NPs and/or various tranquil areas important to local communities.	
DP5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.		Initial high level qualitative assessment based on track miles. A more detailed assessment will be conducted in Stage 2B in the IOA sections 'Greenhouse gas impact' and 'Fuel burn'.	We are now able to show where an option may be an improvement from today's operation. Previously options were assessed as fully meeting the criteria if it was 'no different to today or less'. With the new criteria, options are assessed as fully meeting the criteria only if there is likely to be a reduction, and partially meeting the criteria if there is minimal change.
Old Criteria	No different or less than today	Different and more	Extra track miles - significantly more than baseline	
New Criteria	Fully Met: Has potential to minimise CO2 emissions.	Partially Met: CO2 emissions likely to be the same or similar to today's operation.	Not Met: Has the potential to increase CO2 emissions.	
DP6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.		High level qualitative assessment of the airspace required for each option. A more detailed assessment will be conducted in Stage 2B in the IOA section 'Access'. This DP will also be assessed more thoroughly in Stage 3 when the options are refined to give more precise routes.	The assessment criteria has been rewritten to be more representative of the DP wording. There has been minimal changes to the assessment of the options.
Old Criteria	Contained within existing controlled airspace	Would require more controlled airspace- but the minimum necessary	Significant new volume of controlled airspace required (minimum necessary)	
New Criteria	Fully Met: Allows for either a reduction in the volume of CAS required or does not require any additional CAS.	Partially Met: May require more controlled airspace but the minimum necessary.	Not Met: Significant additional volumes of CAS are required to contain the proposed option.	

DP #	Design Principle		Qualitative Assessment	Description of change
DP7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.		High level qualitative assessment on the airspace complexity of the swathe. Further assessment will be conducted in Stage 2B in the IOA section 'Capacity/resilience'.	The assessment criteria has been rewritten to be more representative of the DP wording. There has been minimal changes to the assessment of the options.
Old Criteria	No worse or different to today	Potential for more complexity	Notable increase in complexity	
New Criteria	Fully Met: Does not result in a complex CTA/CTR configuration with numerous different base levels likely to lead to inadvertent CAS penetrations.	Partially Met: Results in changes to the CAS configuration that may cause other aviators some minor challenges.	Not Met: Results in a highly complex CAS configuration.	
DP8	Technical Requirements – The design shall be acceptably compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.		High level qualitative assessment of whether the options meet the technical requirements of all airspace users including aircraft types, equipment and performance. This DP will also be assessed more thoroughly in Stage 3 when the options are refined to give more precise routes.	The assessment criteria has been rewritten to be more representative of the DP wording. Previously this DP was not fully assessed as it was deemed all options would fully meet the criteria at this stage as there would be somewhere within each swathe with a compliant route. The options have now been reassessed.
Old Criteria	Fully	Partially	Not Met	
New Criteria	Fully Met: Meets the technical requirements of almost all airport operators.	Partially Met: Meets the technical requirements of most airport operators.	Not Met: Does not meet the technical requirements of airport operators.	
DP9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.		Initial high level qualitative assessment of the systemisation potential of the swathe. Further assessment will be conducted in Stage 2B in the IOA section 'Capacity/resilience'.	The assessment criteria has been rewritten to be more representative of the DP wording. There has been minimal changes to the assessment of the options.
Old Criteria	No current conflicts	Possibility of resolvable conflicts	Unable to be separated from other interdependent airports current procedures	
New Criteria	Fully Met: Integrates with the en-route network and is likely to reduce the need for tactical coordination and vectoring within the CTA/CTR.	Partially Met: Integrates with the en-route network but may not reduce the need for tactical coordination and vectoring within the CTA/CTR.	Not Met: Does not integrate with the en-route network and will not decrease the need for tactical coordination and vectoring within the CTA/CTR.	
DP10	Independence - Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.		Qualitative assessment at this stage, further consideration in the IOA general Aviation, Access, and Impact from increased effective capacity. A more detailed analysis will be carried out in stage 3 of this ACP.	The assessment criteria has been rewritten to be more representative of the DP wording. There has been minimal changes to the assessment of the options.
Old Criteria	Better than the current situation	The same as the current situation, i.e. service provision still required from SOU radar	Worse than the current situation	

DP #	Design Principle		Qualitative Assessment	Description of change
New Criteria	Fully Met: Allows for access to controlled airspace independently of Southampton Radar service	Partially Met: The same as the current situation, i.e. service provision still required from SOU radar	Not Met: Greater service provision from Southampton Radar service would be required	
DP11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.		Assessed similarly to DP5 - Emissions and Air Quality, qualitative assessment of fuel efficiency and community impact, using track miles as an indicator of fuel efficiency. Initial high level qualitative assessment. Further assessment relating to this DP will be conducted in Stage 2B in the IOA section 'Fuel burn'.	The assessment criteria has been rewritten to be more representative of the DP wording. There has been minimal changes to the assessment of the options.
Old Criteria	No different or less than today	More than today but could be trade-offs with other benefits	Significantly more than today with little or no trade-offs	
New Criteria	Fully Met: Fuel efficiency is optimal without an adverse impact on local communities.	Partially Met: Fuel efficiency is optimal however there is some impact on local communities.	Not Met: Fuel efficiency not optimised.	
DP12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.		Initial high level qualitative assessment on whether the swathe aligns with the strategic objectives of the AMS.	The assessment criteria has been rewritten to be more representative of the DP wording. Previously this DP was not fully assessed as it was deemed all options would fully meet the criteria at this stage as there would be somewhere within each swathe with a compliant route. The options have now been reassessed against the AMS indicators.
Old Criteria	Fully	Partially	Not Met	
New Criteria	Fully Met: Aligned with the AMS.	Partially Met: Partially aligned with the AMS.	Not Met: Not aligned with the AMS.	
DP13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.		Initial high level qualitative assessment on whether the options for routes will utilise PBN and its benefits, e.g. simplifying route integration, more direct routes and less track mileage.	The assessment criteria has been rewritten to be more representative of the DP wording. Previously this DP was not fully assessed as it was deemed all options would fully meet the criteria at this stage as there would be somewhere within each swathe with a compliant route. The options have now been reassessed.
Old Criteria	Fully	Partially	Not Met	
New Criteria	Fully Met: Fully compliant with the latest navigational standards.	Partially Met: Some PBN benefits utilised but potential to not be fully compliant.	Not Met: PBN not utilised.	

Table 10: Design Principle Evaluation Criteria Changes

3. Current Situation

3.1. Overview

- 3.1.1. This section describes the current operational environment at Bournemouth Airport. It provides a factual summary of how the airport operates today, forming the foundation for the “Do Nothing” baseline presented in Section 4. It explains runway use, air traffic characteristics, airspace structure, and environmental context, without reference to future design options or procedural changes.
- 3.1.2. Bournemouth Airport is part of Regional & City Airports¹², the UK’s leading regional airport operator. Regional & City Airports owns Bournemouth, Coventry, Exeter and Norwich Airports, and operates Blackpool Airport, and Solent Airport Daedalus on behalf of their owners. Regional & City Airport also operates XLR Executive Jet Centres, a fixed-base operator having operation centres at Birmingham, Bournemouth, Exeter and Liverpool airport.
- 3.1.3. Many of the commercial flights from Bournemouth Airport are seasonal operations providing travel to European holiday destinations. This means that operations tend to peak during the summer months. There are also several charter flights from Bournemouth to significant sporting events.
- 3.1.4. Bournemouth Airport is well equipped and able to accommodate most types of aircraft and helicopters from single-engine light aircraft, used for initial pilot training and pleasure flying, up to large transport aircraft. Over the last few months, the Airport has seen an increase in air cargo operations.
- 3.1.5. In addition to operators who provide services to or from Bournemouth it is an important location for many aircraft operators who include Bournemouth Airport in their flight planning and training as an Alternate, or Diversion airfield¹³, due to its location, runway and aerodrome infrastructure.
- 3.1.6. Bournemouth Airport supports the execution of the following types of operation:
- Commercial Air Transport (CAT) operations providing scheduled and charter services.
 - Cargo Operations.
 - Non-Commercial operations, which include business aviation, military training and refuelling, private and commercial pilot training and skill testing and private recreational flying.
 - Emergency services (Police and Air Ambulance).
 - An annual Air Festival.
- 3.1.7. Bournemouth Airport supported 29,186 movements in 2022¹⁴, 5729 of which were commercial movements. In 2023 there were a total of 20,650 movements, 4847

¹² Regional & City Airports (RCA) has been acquired by global infrastructure investor ICG as of August 2025.

¹³ An alternate or diversion airfield is used if the plane arrived at its destination, but the destination airport has become unavailable for landing.

¹⁴ Source: [CAA Aircraft Movements 2022](#)

commercial¹⁵. In 2024 there were a total of 21,000 movements, 4349 commercial¹⁶. CAT operators include EasyJet, Ryanair and Tui Airways. Bournemouth Airport's busiest routes are Palma de Mallorca, Alicante and Málaga.

3.1.8. Movement figures expected to increase over coming years. Passenger numbers projected to increase beyond one million. Continued growth is anticipated in cargo operations. The volume of General Aviation (GA) traffic is likely to remain static.

3.1.9. The following table presents the future traffic forecasts¹⁷ for the next 10 years (shown as financial years) for Bournemouth Airport. These data are provided up to 2035, 2036 to 2039 is estimated using 2% increase per annum as per [Eurocontrol guidelines](#).

Year	Total Movements
2025	22,016
2026	24,451
2027	25,135
2028	26,163
2029	26,493
2030	27,501
2031	27,733
2032	28,699
2033	29,157
2034	29,441
2035	29,731
2036	30,326
2037	30,932
2038	31,551
2039	32,182

Table 11: Future Traffic Forecast

3.1.10. The published operational hours of BOH are 08:00-20:00, outside of these hours' aircraft operations are only permitted by prior arrangement. From April 1st, 2025, these will change to 06:30 local to 21:30.

3.1.11. Bournemouth Airport has two runways known as '08' and '26'; these are given their names as their true bearing is rounded to two figures, e.g., Runway 08 has a true bearing of 075.3 degrees. The magnetic variation of the runway will change to 250 and 070 degrees when the runway is resurfaced in 2026-2027.

¹⁵ Source : [CAA Aircraft Movements 2023](#)

¹⁶ Source: [CAA Aircraft Movements 2024](#)

¹⁷ Source: Bournemouth airport Operations Director (received August 25)

- 3.1.12. The terminal airspace surrounding Bournemouth Airport is quite complex and it is shared with Southampton Airport. The Solent Control Area (CTA) and the respective Control Zones (CTRs) are depicted in Figure 5.
- 3.1.13. Bournemouth has a CTR that only extends from the surface to 2,000ft above mean sea level (amsl). It relies upon Southampton Airport being open to benefit from the additional volume of controlled airspace above it, namely the Solent Control Area (CTA). This extends from 2,000ft to 5,500ft amsl.
- 3.1.14. There is insufficient controlled airspace for the vectoring of arrivals/approaches to Bournemouth Airport RWY08 and, keeping aircraft within controlled airspace on departure on continuous climb profiles also presents a challenge for Bournemouth Airport Radar. As a result, aircraft are often outside controlled airspace for part of their arrival or departure to/from Bournemouth Airport. Accordingly, the Airport would like controlled airspace containment to form part of the discussion on change.

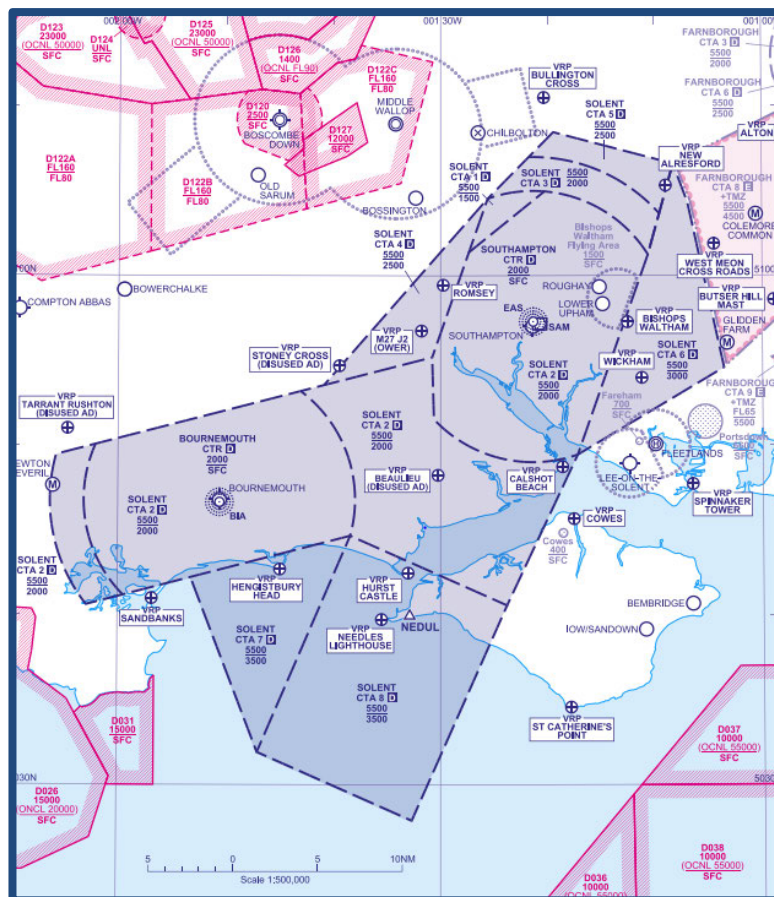


Figure 5: Map showing Solent Control Area (CTA) and Bournemouth and Southampton Control Zone (CTR)

3.2. Adjacent Air Navigation Service Providers (ANSP)

- 3.2.1. Bournemouth Airport is adjacent to the London Terminal Manoeuvring Area (LTMA), however included in the LTMA stakeholder engagement for the FASI-S ACP process. The LTMA is a specific area of controlled airspace that covers the Greater London region and its

surrounding airports. The LTMA is one of the busiest and most complex areas of controlled airspace in the UK and Europe.

- 3.2.2. Bournemouth Airport is 21NM (39KM) away from Southampton Airport, the next closest from the LTMA is Farnborough which is 50NM (93KM) away. The other airports in the LTMA are farther than 65NM (120KM) away.
- 3.2.3. Bournemouth Airport currently has a Standing Agreement with Southampton for the presentation of Bournemouth Airport inbound and outbound airways traffic to ensure a safe and coordinated transfer of traffic. During the hours where Bournemouth and Southampton Radar are available this is achieved via Silent Handover procedures, outside these times by verbal coordination. Liaison between the two units is via standard RTF comms systems with two available direct lines. In addition, both units have a good working relationship with regular meetings and communication. In addition to neighbouring airports, NERL manage the higher route network.

3.3. Constraints and Considerations

- 3.3.1. Bournemouth Airport has a series of existing constraints and limitations, for example: Noise abatement procedures published in the AIP for both Runway 26 and Runway 08. No circuit training during Nighttime (defined as between 23:30 – 06:00). No aircraft with a Quota Count value of 8 or 16 will be allowed to arrive at or depart the airport at Nighttime nor shall an Aircraft with a Quota Count value of 4 be scheduled to arrive or depart the Airport at Nighttime. The Nighttime Quota Period shall be a Quota Count of 3100 points per Noise Year save that aircraft listed in Schedule 3 para 5 shall not count. In addition, there are a number of Danger Areas in the vicinity of Bournemouth notably to the South West over the sea, a number of AONB's and Ramsar. Bournemouth itself has Class D airspace with Class A starting at FL 95 above and Class A to the East and South of the airfield. Class G airspace to the north is extremely busy with GA and Military traffic with high energy manoeuvring in the area between Boscombe Down and Yeovilton. Within the design boundary, local factors were considered where safety could be impacted or where there should be environmental considerations. Once identified, these factors were categorised by constraints or considerations.
- **Constraints** are defined as aspects that have a direct impact on the options designs or limit the placement of arrival and departure routes.
 - **Considerations** are defined as those aspects that do not limit the design options; however, they need to be taken into account when during the design process.
- 3.3.2. The Lulworth DA is a military firing range located near Lulworth Cove. It's primarily used by the British Army for live firing exercises and training activities. Portsmouth DA is used by the military for ordnance, munitions and explosives, and parachute exercises amongst other military activities. Bovington is used for ordnance, munitions and explosives and Unmanned Aircraft System (VLOS). Wessex and Boscombe Down are both used for VLOS¹⁸.

¹⁸ For more information about these DAs, including operational hours, visit [NATS eAIS](#) Package for UK

- 3.3.3. AONBs and National Parks are discussed in more detail in Section 3.8. Surrounding Towns and Cities are discussed in relation to population density in Section 3.6. Consideration of nearby Airports was discussed above in 3.2.

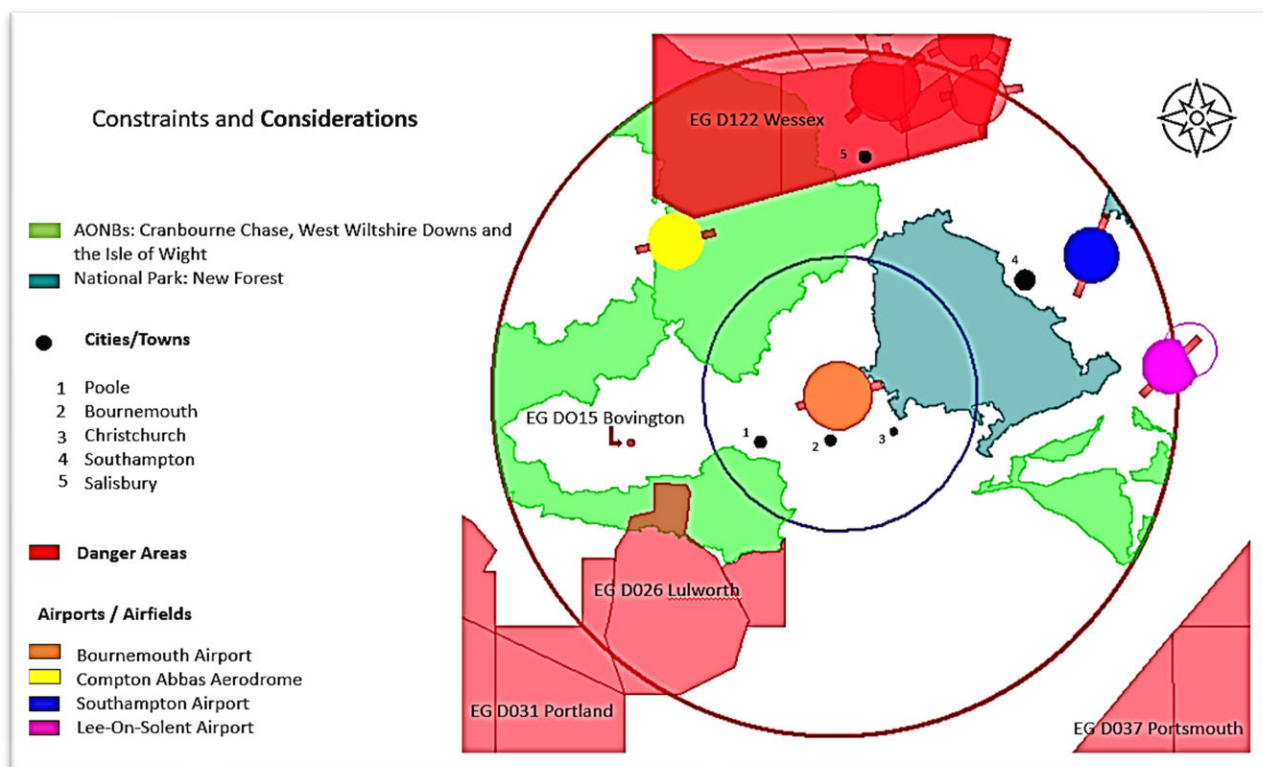


Figure 6: Considerations for Bournemouth Airport

- 3.3.4. Constraints for Bournemouth Airport include the Danger Areas (DAs) of Salisbury Plain, Portsmouth and Portland Danger Area. Due to the frequency of activations it is not appropriate to consider an arrival structure. Additionally, there is no connection to the en-route network to the north, west and northwest.

3.4. Departures

- 3.4.1. Bournemouth Airport does not have Standard Instrument Departures (SIDs) but has initial departure routes which join with the ATS route network at designated waypoints (Table 12), these routes may be varied at the discretion of Air Traffic Control (ATC). These routes utilise conventional navigation that rely upon ground-based navigation aids, this results typically in a broader swathe of tracks over time as the routes are not flown as precisely as a charted procedure.

Departure to	Via	Route
North or Northwest	Q41/Q63	SAM-Q41-PEPIS-NUBRI
Northeast, East or Southeast	GWC	SAM – Y8 - GWC
South	Q41	THRED – Q41 – ORTAC THRED – Z171 - LELNA
West	FIR	N/A

Table 12: ATS route network at designated waypoints

- 3.4.2. The current departure routes rely upon two ground-based aids: The Southampton (SAM) and Goodwood (GWC) VOR-DMEs. These are part of the national rationalisation of the country's ground-based navigational infrastructure and airports will be required to remove any such dependency on these in the near future.
- 3.4.3. Bournemouth Airport's main departure routes used by CAT are depicted in Figure 7. Whilst these do not represent heat maps developed using Noise and Track Keeping (NTK) data, the darker purple and green shading is representative of where most of the CAT aircraft route on departure.

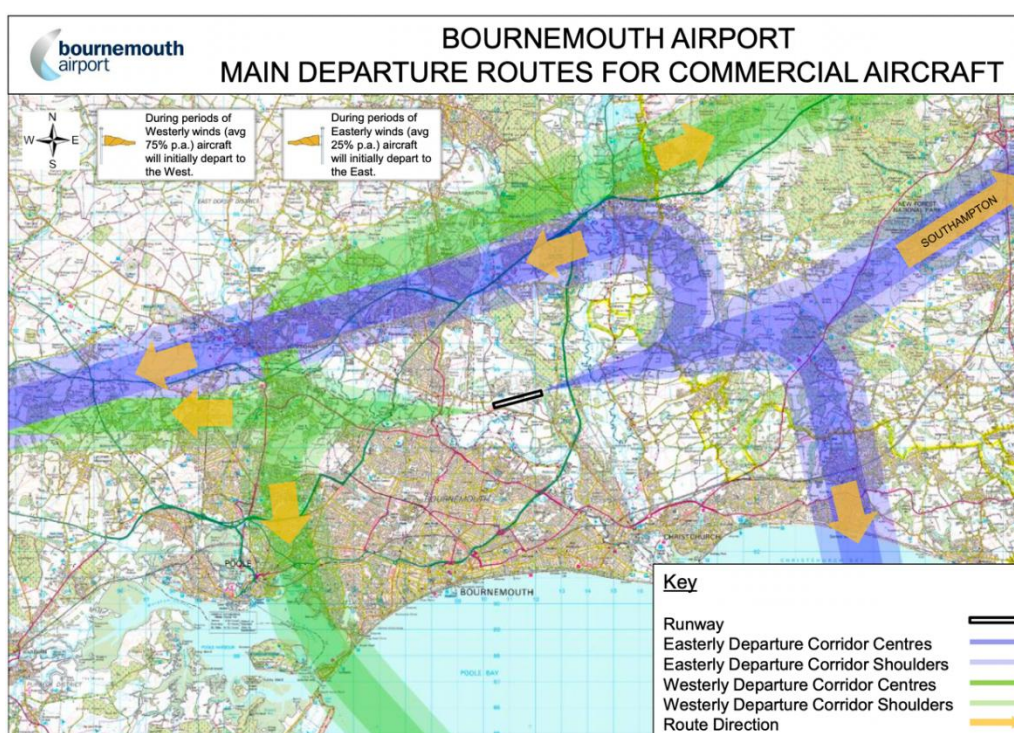


Figure 7: Main Departure Routes for Commercial Aircraft

- 3.4.4. Despite not having formally charted departure procedures, aircraft greater than 5700kg Maximum Take-Off Weight Authorised (MTWA) are required to follow the Noise Preferential Routes (NPRs) detailed in the UK AIP (Aeronautical Information Publication).
- 3.4.5. Each departure is managed tactically by the Bournemouth Radar Controller, in co-ordination with Solent Radar and London Control, taking into consideration other vectored, holding, and transit traffic in the Solent CTA, and en-route traffic in the Airways and in the LTMA. Some departures can route directly to their designated VOR or 'Waypoint' with continuous climb; whereas others are instructed to fly headings and/or are required to climb in steps to achieve separation with other aircraft. This extended routing on headings often requires the Bournemouth Radar Controller to use all the available controlled airspace, and to route the departing aircraft outside controlled airspace for a brief period.
- 3.4.6. To modernise and systemise the airspace, the link between the Airport and access to the en-route system can be designed, or formalised. Consideration of these standardised procedures, or SIDs will form part of this ACP.

3.5. Arrivals

3.5.1. Aircraft arriving at Bournemouth Airport and Southampton Airport initially follow identical Standard Arrival procedures (STARs) (Table 13). During this phase of flight, aircraft are descended from the en-route system and their speed is typically reduced. If required, the aircraft enter holding patterns overhead Southampton Airport (SAM) or to the west of the Isle of Wight at NEDUL.

3.5.2. Beyond the STARs and holding patterns, the route taken by aircraft into Bournemouth Airport is not defined by fixed lines on a chart. Instead, aircraft are radar vectored by Air Traffic Control (ATC) 'Bournemouth Radar' or given procedural instructions by 'Bournemouth Approach'. In both the radar vectored and procedural operation, individual aircraft do not follow identical paths, but over time, aircraft occupy a broad 'swathe' (a trend) that focuses into a single track along the extended runway centreline at the Airport.

Hold	STARs	Associated ATS routes
SAM	BUGUP 1S, THRED 1S, ELDAX 1S, UMBUR 2S, CPT 1S, COWLY 1S	L8, Y322, Q41, Y110, N20, M8, M40, Q63, Q41

Table 13: Standard Arrival Procedures

3.5.3. During the operational hours of Bournemouth Radar service, aircraft are radar vectored to the extended runway centrelines at approximately 8 miles to start the Instrument Landing System (ILS) or Non-Directional Beacon (NDB) approaches.

3.5.4. Outside of operational hours when Bournemouth Radar service is not available, aircraft will follow the published charted approach procedure which starts overhead the airfield. The aircraft then follows an outbound course before turning to line up with the runway. Additionally, aircraft can request to self-position on to the ILS when procedural rather than fly the full procedure.

3.5.5. The tracks of aircraft following the published initial approach procedure are highlighted in Figure 10. These are from arrivals during the busy summer months of 2023.

3.5.6. 2-Dimensional approach guidance is provided by the ILS that defines both horizontal and vertical guidance to each runway, assisting pilots to fly a stabilised approach.

- Runway 08: Has an ILS CAT I allowing aircraft to descend only to a minimum height of 200 feet above the runway and then complete the landing visually.
- Runway 26: Has an ILS CAT III allowing suitably equipped aircraft to complete an automatic landing.

3.5.7. Approach guidance provided by an NDB and Distance Measuring Equipment (DME) provides horizontal guidance only. The pilot manages the aircraft's vertical descent based on aircraft altimetry to a minimum height of 432 feet on Runway 08, and 379 feet on Runway 26.

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3.6. Noise

3.6.1. Section 2.3 outlined the noise assessment methodology. This section summarises the findings of the 2024 baseline noise model and the forecast to 2037, undertaken by Bickerdike Allen Partners LLP. These form the reference datasets for evaluating noise impacts in subsequent ACP stages.

3.6.2. Methodology Summary:

- Modelling undertaken using AEDT v3g, in line with CAP 2091 and ECAC Doc 29.
- Contours represent average summer day (07:00–23:00) and summer night (23:00–07:00) periods.
- Input data drawn from actual 2024 movements and forecast 2037 activity levels.
- Population exposure calculated using 2024 ONS postcode data.
- Standard terrain and meteorological assumptions applied.

3.6.3. Noise Modelling Category: Based on the population within the 51 dB LAeq,16h and 45 dB LAeq,8h contours, Bournemouth Airport is classified as CAP 2091 **Category D**, with no change expected by 2037.

Noise Contour	Population Exposed (Day LAeq,16h)	Population Exposed (Night LAeq,8h)
51 dB	5,959	623
54 dB	2,219	17
57 dB	165	0
60 dB	17	0

Table 14: Population Exposure within 2024 Baseline Noise Contours (LAeq,16h Day and LAeq,8h Night)

Source: Bickerdike Allen Partners LLP (2024 AEDT v3g Model).

3.6.4. Figures below show the 2024 and 2037 day and night-time LAeq contours modelled by Bickerdike Allen Partners. The outermost 51 dB contour extends approximately 7 km from the runway ends.

3.6.5. The 51 dB LAeq,16h contour encompasses Hurn, West Parley and parts of Ferndown, while the night-time contours (≥ 45 dB LAeq,8h) extend to around 8 km. These results illustrate the spatial extent of aircraft-noise exposure under current and forecast conditions and provide the basis for the population-exposure calculations presented in Table 15

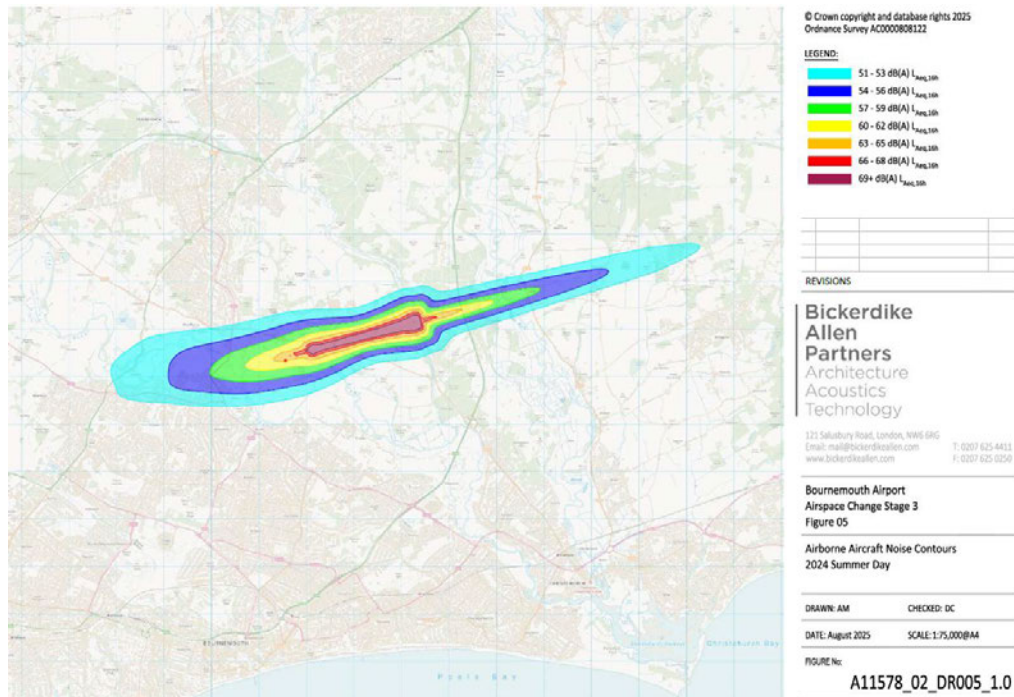


Figure 11: 2024 Summer Day (07:00–23:00) LAeq,16h Noise Contours

Source: Bickerdike Allen Partners LLP (2024 AEDT v3g Model)

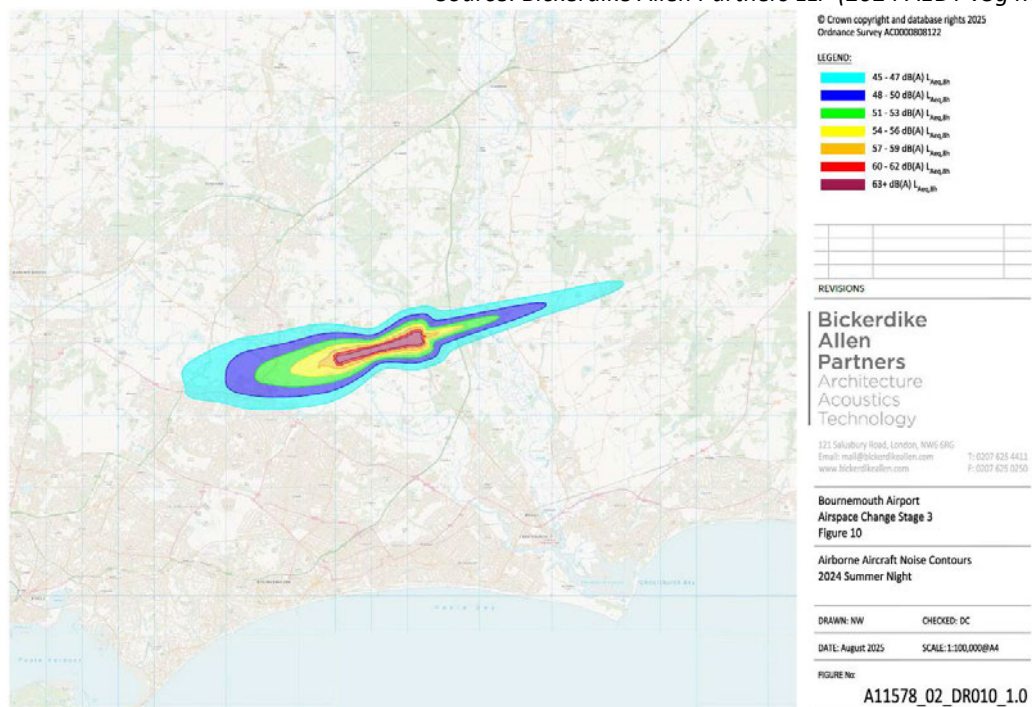


Figure 12: 2024 Summer Night (23:00–07:00) LAeq,8h Noise Contours

Source: Bickerdike Allen Partners LLP (2024 AEDT v3g Model)

- 3.6.6. Forecast modelling indicates a modest expansion of contour areas ($\leq 35\%$) due to growth in movements to 2037, but the airport remains within Category D. Noise exposure within the New Forest NP and Cranborne Chase AONB remains below 57 dB LAeq,16h.

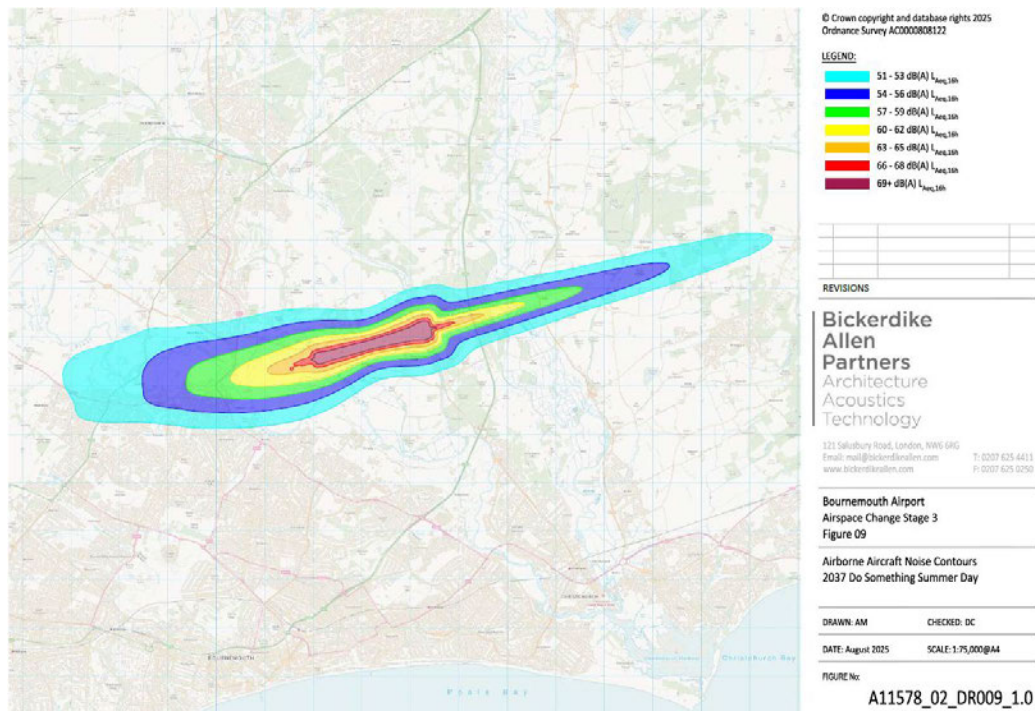


Figure 13: 037 Forecast Summer Day (07:00–23:00) LAeq,16h Noise Contours

Source: Bickerdike Allen Partners LLP (2024 AEDT v3g Forecast 2037)

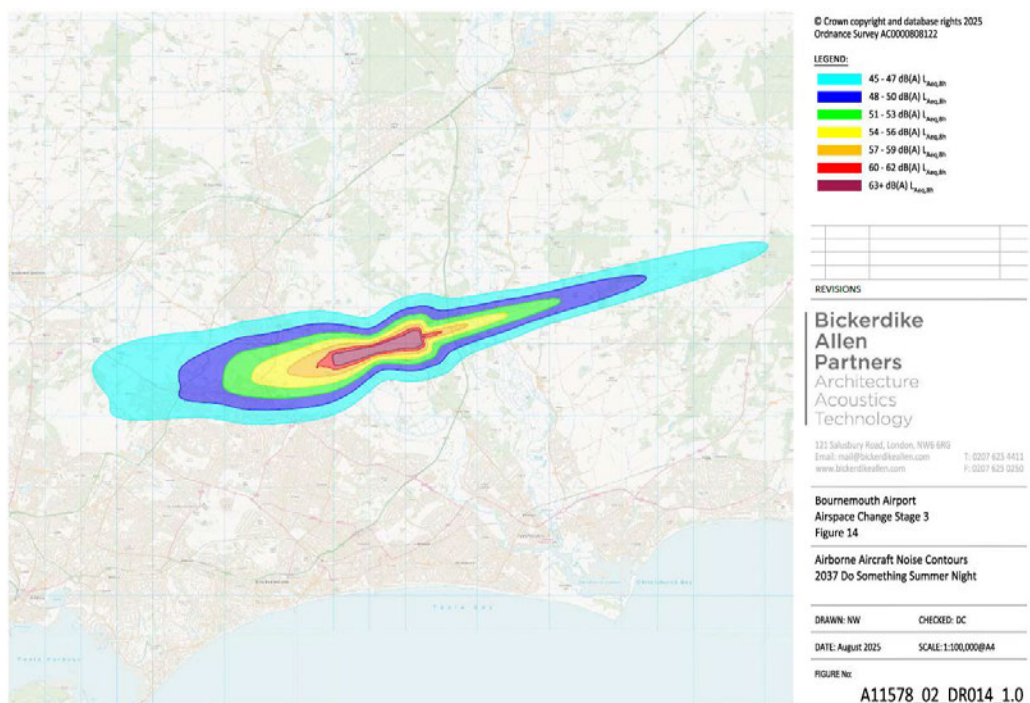


Figure 14: 2037 Forecast Summer Night (23:00–07:00) LAeq,8h Noise Contours

Source: Bickerdike Allen Partners LLP (2024 AEDT v3g Forecast 2037)

3.6.7. In summary, No residential properties are exposed to ≥ 60 dB LAeq,16h or ≥ 54 dB LAeq,8h. 2024 noise contours represent the current operation and provide the baseline for the Initial

Options Appraisal (IOA). The same methodology will be applied to compare the Baseline, Do-Minimum and preferred options at Stage 3.

Noise Contour	Population 2024 Day	Population 2037 Day	Population 2024 Night	Population 2037 Night	Category
≥ 51 dB LAeq,16h	5,959	8,112	623	3,214	D
≥ 54 dB LAeq,16h	2,219	3,437	17	39	D
≥ 57 dB LAeq,16h	165	278	0	0	D
≥ 60 dB LAeq,16h	17	27	0	0	D

Table 15: Population Exposure within Noise Contours – 2024 and 2037

(Adapted from Bickerdike Allen Partners LLP 2024 Noise Model Outputs)

3.7. Local air quality (if any options include changes below 1,000 feet)

- 3.7.1. As noted in Section 2.5 Air Quality Management Areas (AQMA) have been identified using the DEFRA Air Information Resource map. Bournemouth Airport has one AQMA located approximately 7 NM from the airport, at Upper Parkstone. Due to this distance, aircraft operating in this area would typically be above 1,000 ft, and therefore any air quality impacts from airport operations are expected to be minimal.

3.8. Tranquillity

- 3.8.1. Bournemouth Airport is surrounded by several environmentally sensitive areas that are important for biodiversity, natural beauty, and ecological conservation. There are some notable areas including some that are statutory designations such as AONBs and National Parks. Other areas are identified in Section 3.9.
- 3.8.2. As stated in Section 2.6, scoping and identification of study areas is the first step in assessing any potential changes in tranquillity. We have identified the important areas that should be assessed for potential impacts in the following stages of this ACP and are qualitatively assessed at this stage and discussed further in Section 7, Design Principle Evaluation.
- 3.8.3. Figure 15 identifies the Area of Outstanding Natural Beauty (AONBs) and National Parks surrounding Bournemouth Airport and within a 25NM radius.

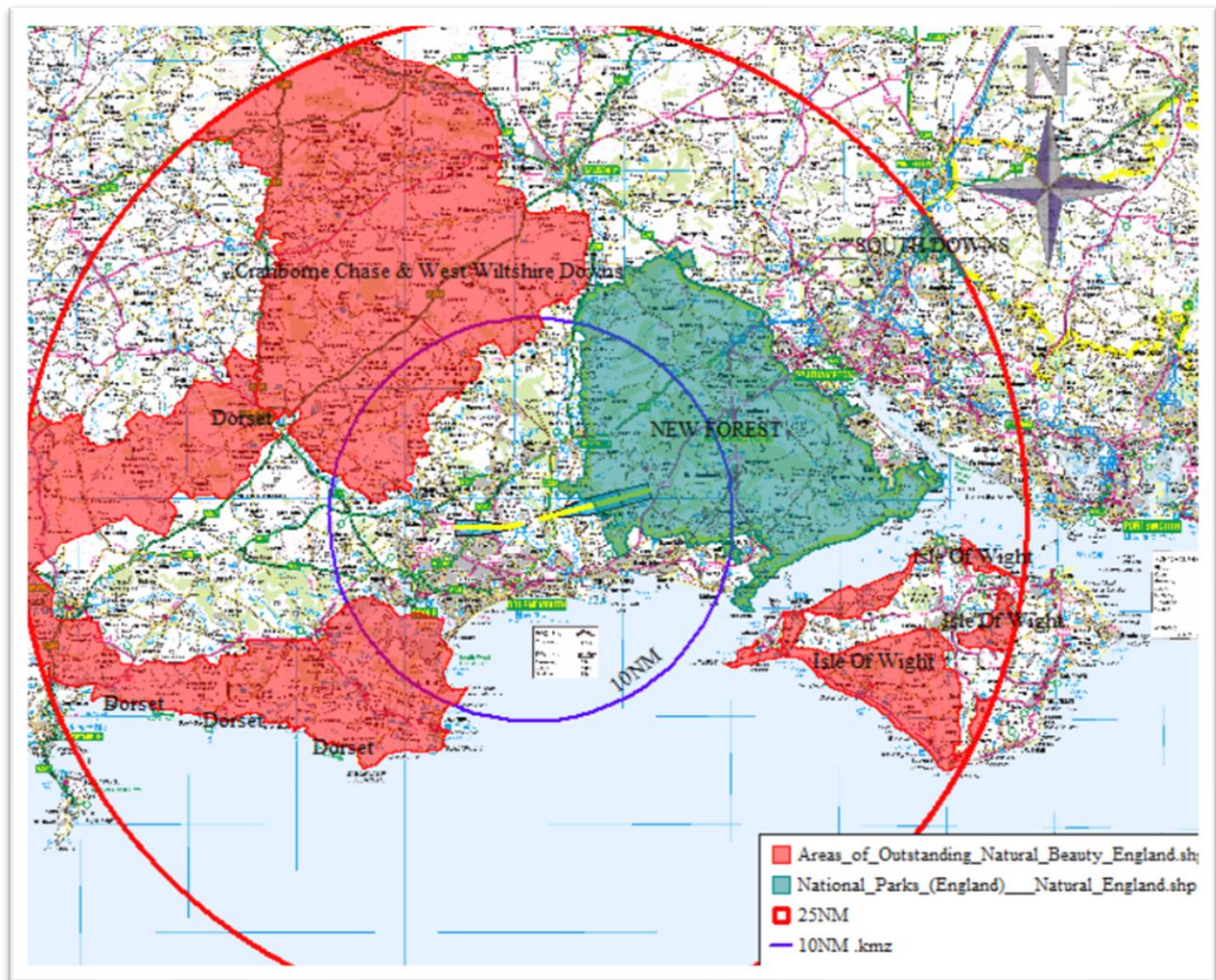


Figure 15: Tranquillity map featuring AONBs and National Parks surrounding Bournemouth Airport (with NPRs)

- 3.8.4. Cranborne Chase AONB is a cherished landscape that combines natural beauty with cultural significance. Its designation as an AONB ensures that the area's unique qualities are protected and that sustainable practices are encouraged to preserve it for future generations to enjoy.
- 3.8.5. The New Forest National Park is a designated protected area located primarily in the counties of Hampshire and Wiltshire. It is renowned for its natural beauty, rich ecological diversity, cultural heritage, and outdoor recreational opportunities.
- 3.8.6. In the following stages of this ACP, impacts upon tranquillity will be given explicit consideration of any changes to routes and/or traffic patterns that may affect any of the areas above.
- 3.8.7. According to CAP1616, and in line with altitude-based priorities, when sponsors are developing airspace change proposals that have the potential to change overflights of National Parks or AONBs below 7,000 feet (amsl) sponsors must show how they have

considered and taken account of this impact as part of their option development and final design.

- 3.8.8. Design Principle 4 (DP4) is concerned with tranquillity and each design option is therefore assessed against this DP, see Section 7.

3.9. Biodiversity

- 3.9.1. When considering impacts on biodiversity, Bournemouth Airport believes that the changes are unlikely to have an impact on Biodiversity as there are no ground-based infrastructure changes proposed.
- 3.9.2. Biodiversity was considered during the design principle stage however stakeholders did not identify biodiversity as a concern. Therefore, biodiversity was not specifically factored as a design principle.
- 3.9.3. Efforts to balance the operations of Bournemouth Airport with the preservation of environmentally sensitive areas are nevertheless considered crucial. The airport has environmental policies in place to minimise its impact on these areas, such as noise abatement procedures and wildlife management initiatives²⁰. Bournemouth Airport work with Local Authorities and environmental organisations to ensure the long-term sustainability and protection of these ecologically significant regions.
- 3.9.4. We have conducted a desktop scoping exercise to identify environmentally sensitive areas in relation to biodiversity. This includes identifying Ramsar sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA) and Special Areas of Conservation (SAC). The following paragraphs explain the results of this research.
- 3.9.5. Ramsar sites are designated wetlands of international importance under the Ramsar Convention, and they typically cover a wide range of wetland types, including lakes, rivers, marshes, and coastal areas. See Figure 16 for map of Ramsar sites within a close proximity of the airport.
- 3.9.6. Ramsar sites near Bournemouth Airport are:
- Avon Valley
 - Poole Harbour
 - Dorset Heathlands
 - New Forest
 - Solent and Southampton Water

²⁰ For example, [Wildlife Hazard Management](#)



Figure 16 Ramsar Sites

- 3.9.7. Sites of Special Scientific Interest, or SSSIs, are designated areas that are recognised for their ecological, geological, or geomorphological importance. These areas are legally protected to conserve and protect their unique features and the species that inhabit them. SSSIs are considered some of the most valuable and sensitive natural and geological sites in the UK.
- 3.9.8. There are numerous SSSIs near Bournemouth airport, a detailed list can be found on [Natural England's website](#). Figure 17 highlights the number of SSSIs in close proximity to the airport.

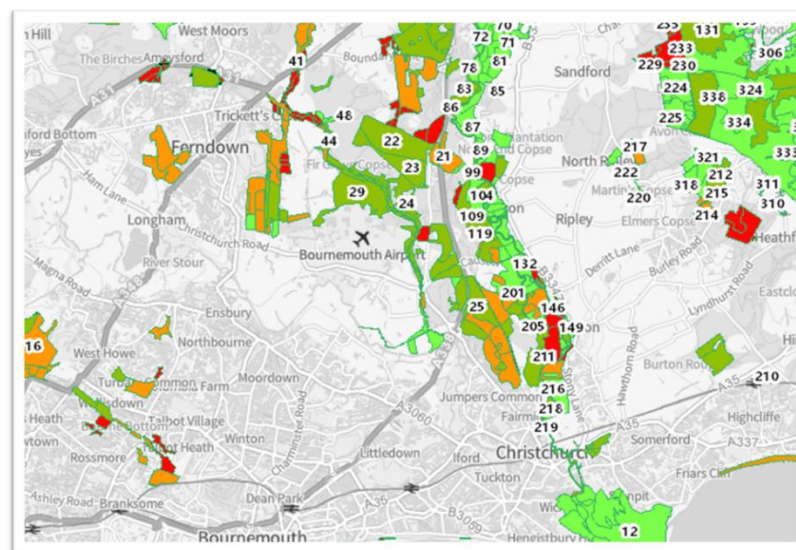


Figure 17 Sites of Special Scientific Interest (SSSI)

3.9.9. Special Protection Areas (SPAs) are designated protected areas in the European Union that are chosen for their importance as habitats for certain bird species. These areas are designated under the EU Birds Directive and are intended to protect and conserve the habitats of wild birds, especially migratory and vulnerable species. SPAs are shown in Figure 18. The protection afforded to SPAs remain unchanged following the UK EU Exit.

3.9.10. SPAs in the vicinity of Bournemouth airport include, but not limited to:

- Avon Valley
- Dorset Heathlands
- Poole Harbour
- New Forest

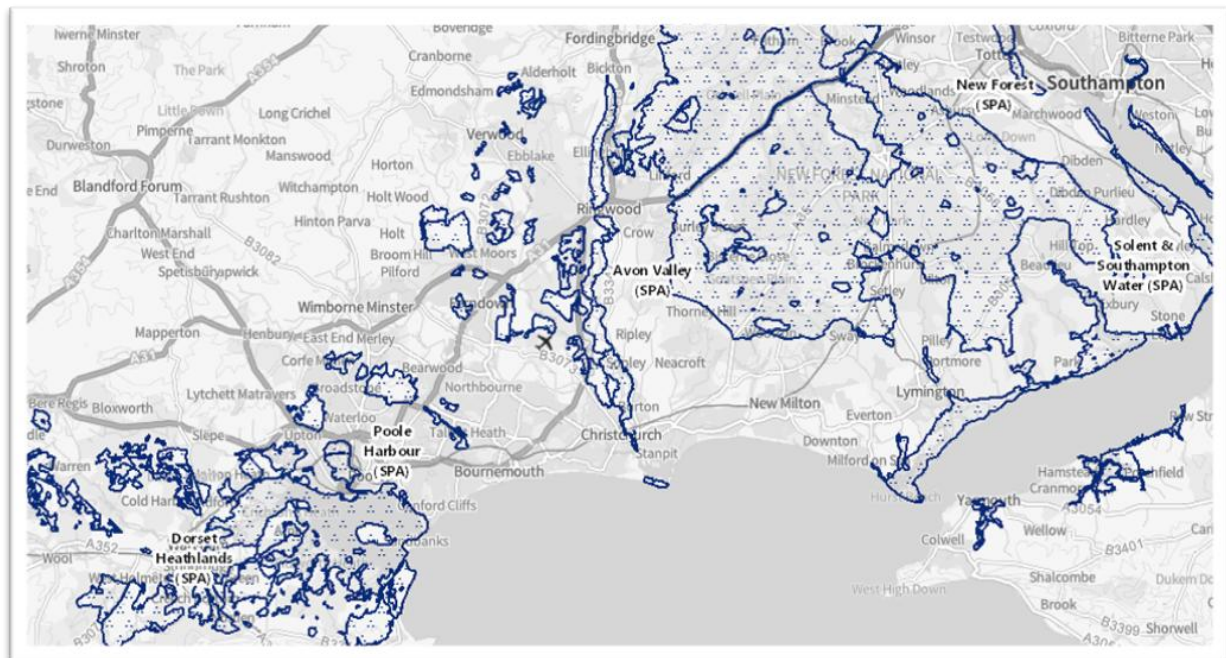


Figure 18 Special Protection Areas (SPA)

3.9.11. Special Areas of Conservation (SACs) are designated protected areas in the European Union that are chosen for their ecological significance and conservation value. SACs are designated under the European Union's Habitats Directive and aim to protect habitats and species of European importance. Figure 19 shows the SACs surrounding the airport. The protection afforded to SACs remain unchanged following the UK EU Exit ²¹.

SACs surrounding the airport include (but not limited to):

- The New Forest (to the northeast)
- Great Yews (close to the airport)

²¹ For further information see The Department of Agriculture, Environment and Rural Affairs website: [Biodiversity and EU Exit](#)

- Dorset Heaths (southwest)
- St Albans Head (southwest)
- Isle of Wight (southeast)

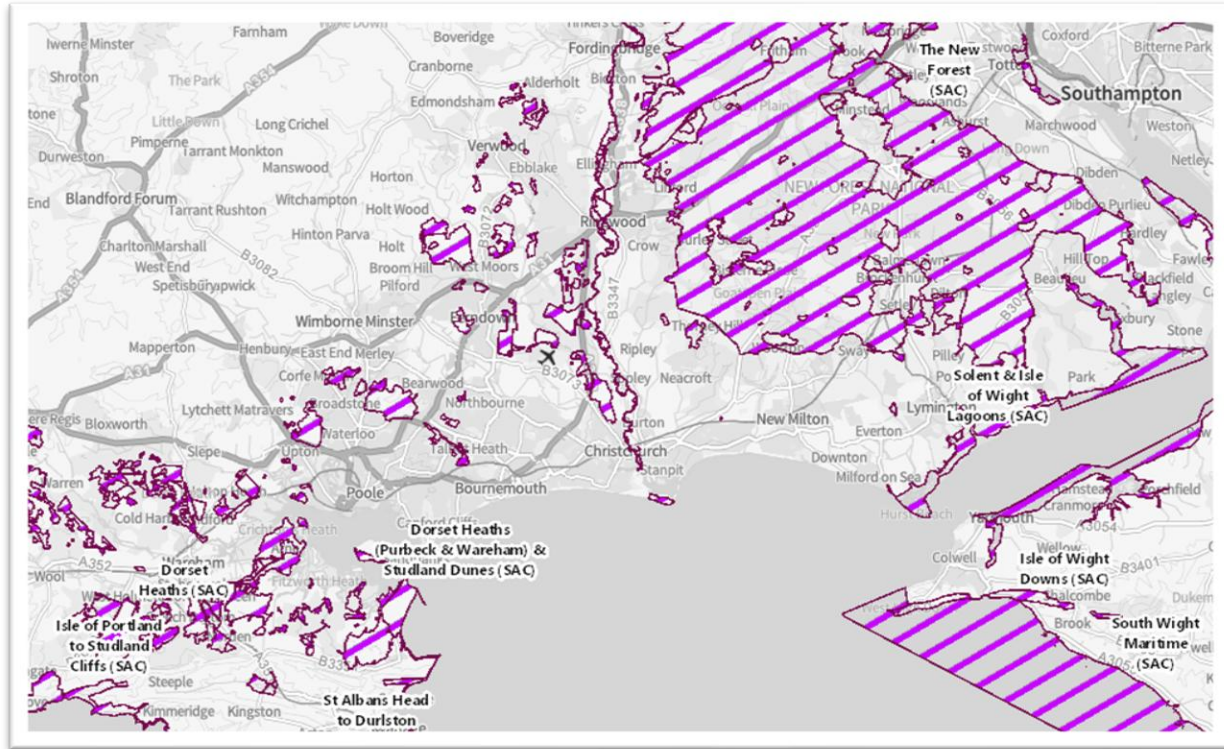


Figure 19 Special Areas of Conservation (SAC)

4. The Baseline

4.1. Baseline Introduction

4.1.1. This section defines the Baseline used for option assessment. Throughout this ACP the baseline represents the “Do-Nothing” scenario, that is, operations as they exist today, with no procedural or airspace change. It provides the reference against which all design options are compared in the DPE and IOA. The baseline does not introduce new navigation procedures; it reflects current ATC practices, vectoring patterns, and aircraft performance as recorded in radar data.

4.1.2. Where the DPE refers to a “Baseline Option”, this corresponds to the Do-Nothing scenario, retained in analysis because its geographical area may remain relevant when future route designs are developed.

4.1.3. Baseline analysis used radar track data for the period 16 June – 15 September 2023 inclusive, representing the 92-day summer period adopted consistently across the ACP. Tracks, operational procedures and SME input were analysed and filtered to determine movements associated with Bournemouth Airport and categorised by runway direction and operation type (departure/arrival).

4.1.4. Track envelopes were then converted into baseline swathes representing the lateral extent of today’s operation. These swathes were subsequently used to inform the development of each Design Envelope.

4.2. Baseline Evolution 2022-2025

4.2.1. Earlier iterations of the baseline (2022 and 2023) were developed during the initial engagement stages of this ACP to illustrate preliminary traffic flows. These earlier datasets were valuable in confirming broad traffic patterns but are no longer used for quantitative assessment. To avoid confusion and maintain clarity, historic baseline diagrams have been relocated to Appendix A.

4.2.2. The 2025 baseline presented here supersedes all previous versions and is used as the definitive Do-Nothing scenario.

4.2.3. Key refinements made between 2022 and 2025 include:

- Incorporation of higher-resolution radar data and updated traffic density plots;
- Adjustment of baseline swathes to reflect arrivals from the northeast and departures toward the east;
- Removal of overlapping legacy envelopes that duplicated coverage between design areas; and
- Alignment of the baseline depiction with the methodology required under CAP 1616 H Appendix D.

4.2.4. Departures RWY 08

- 2022: Baselines shown to the east, south and northwest (E-C, S-C, NW-C).
- 2023: East and northeast baselines created; the south baseline altered slightly; the northwest baseline removed.
- 2025: Same baselines (NE-B, E-C, S-B) retained with no positional change; Do-Minimum options added for each (see Section 5.4).

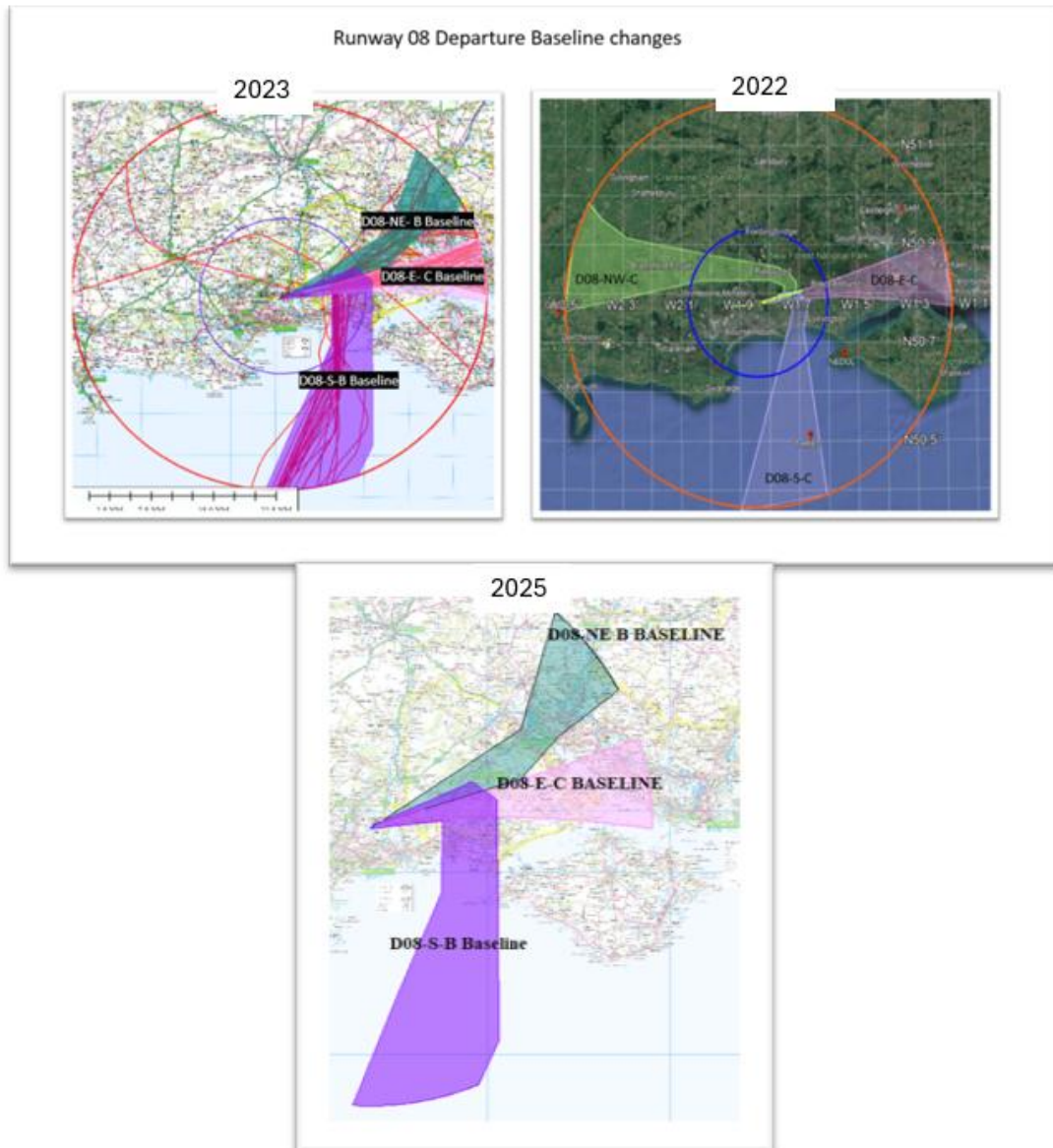


Figure 20: Departures RWY 08 Baseline changes.

4.2.5. Arrivals RWY 08

- 2022: Baseline representing the current arrival path from the northeast/southeast, south and northwest.
- 2023: Northeast baseline amended slightly to capture tracks from the north, south baseline changed marginally; northwest baseline removed.
- 2025: No further baseline change; Do-Minimum options added for northeast, southeast, and south envelopes (see Section 5.4).

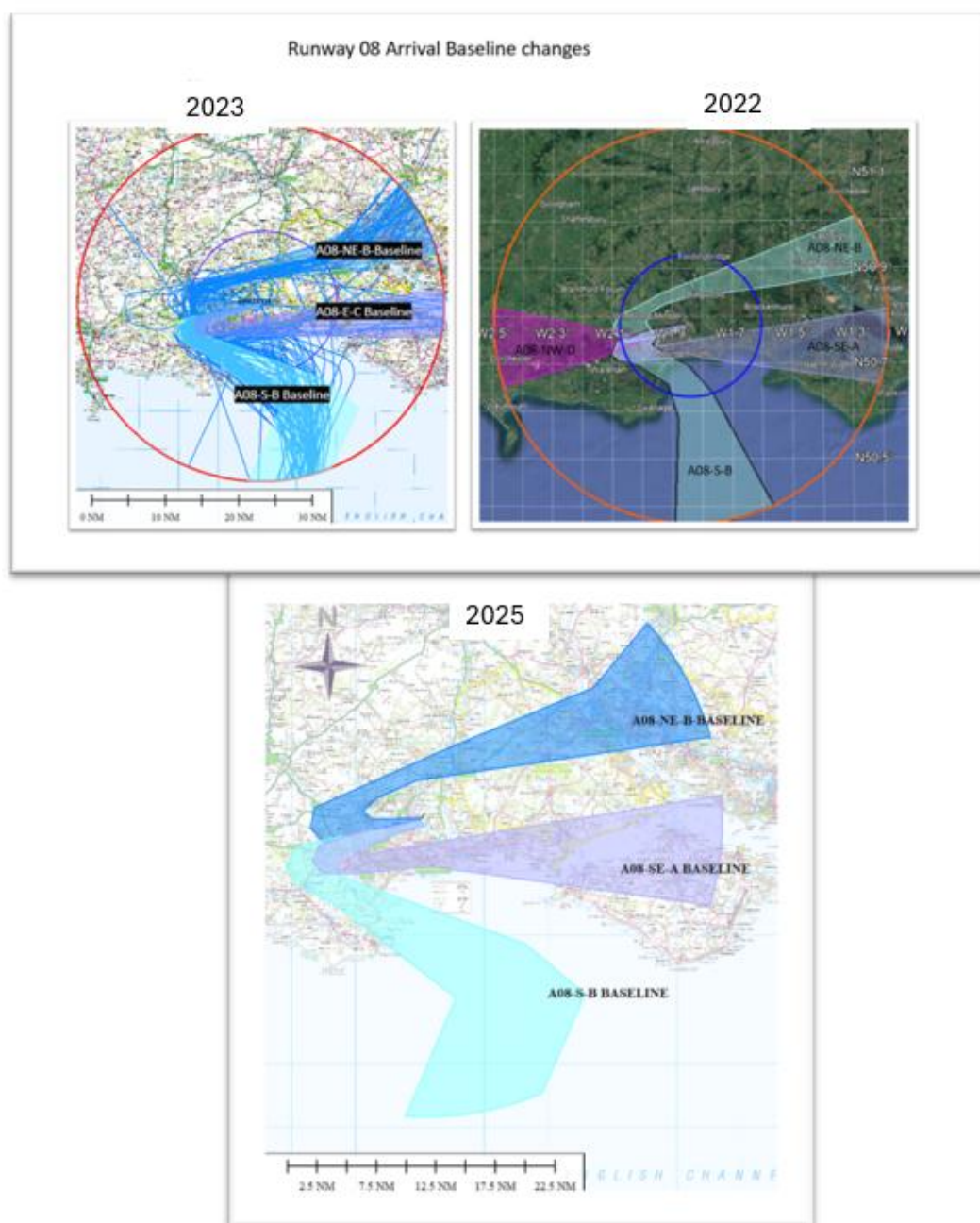


Figure 21: Arrivals RWY 08 Baseline changes.

4.2.6. Departures RWY 26

- 2022: Baselines present to the northeast, southeast, south and northwest.
- 2023: East and south baselines adjusted to match actual operations; northwest and southeast baselines removed.
- 2025: East baseline extended slightly north; south baseline refined marginally; Do-Minimum options added (see Section 5.4).

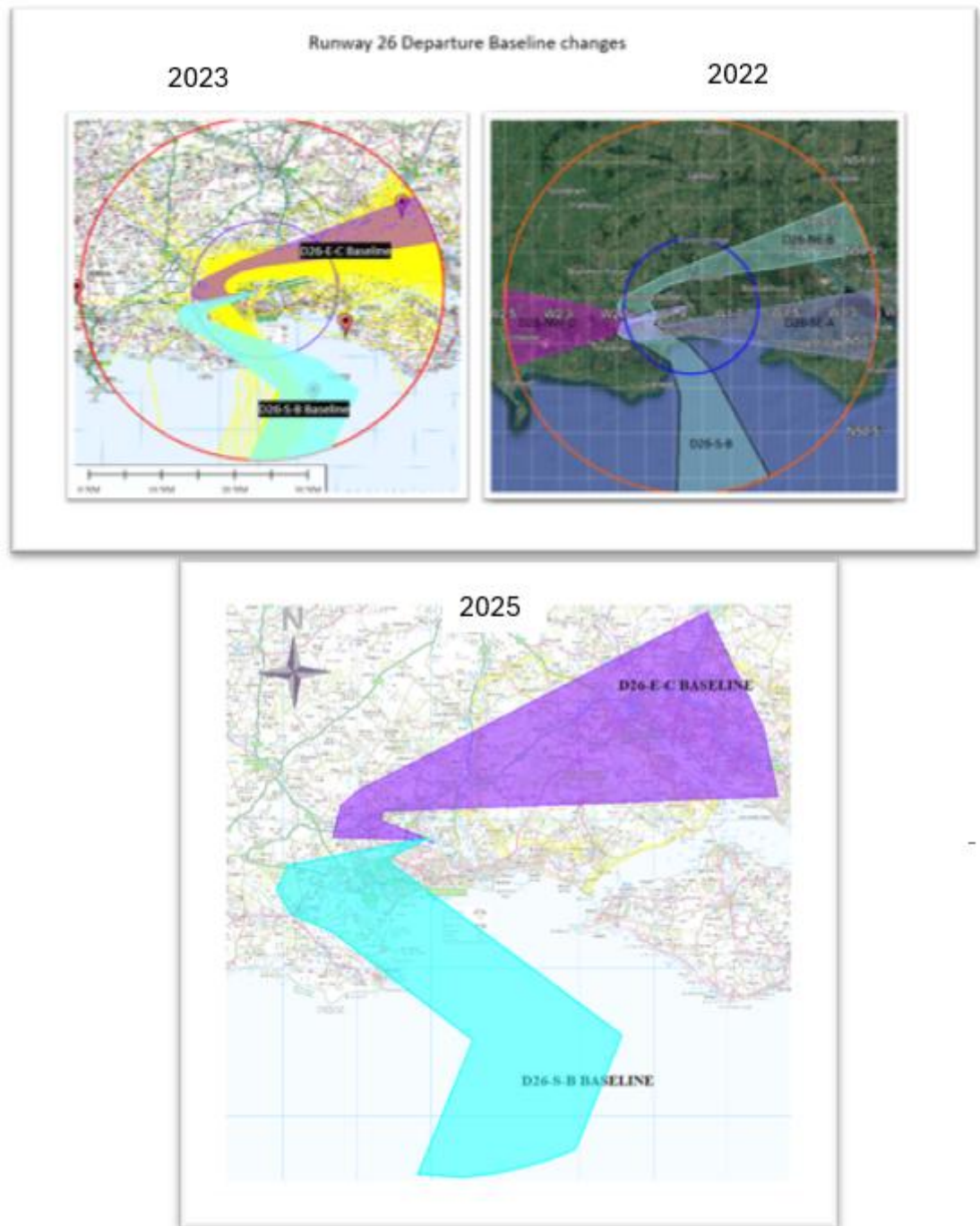


Figure 22: Departures RWY 26 Baseline changes.

4.2.7. Arrivals RWY 26

- 2022: One baseline covering a broad northeast/east arrival corridor. Baselines from the northwest and south.
- 2023: Split into two separate envelopes (Northeast and East-Southeast) with new baselines; a new south baseline added; northwest baseline removed.
- 2025: Northeast baseline unchanged (except for swathe colour); East-Southeast baseline extended north and south; South baseline unchanged, Do-Minimum options added for all active envelopes (see section 5.4).

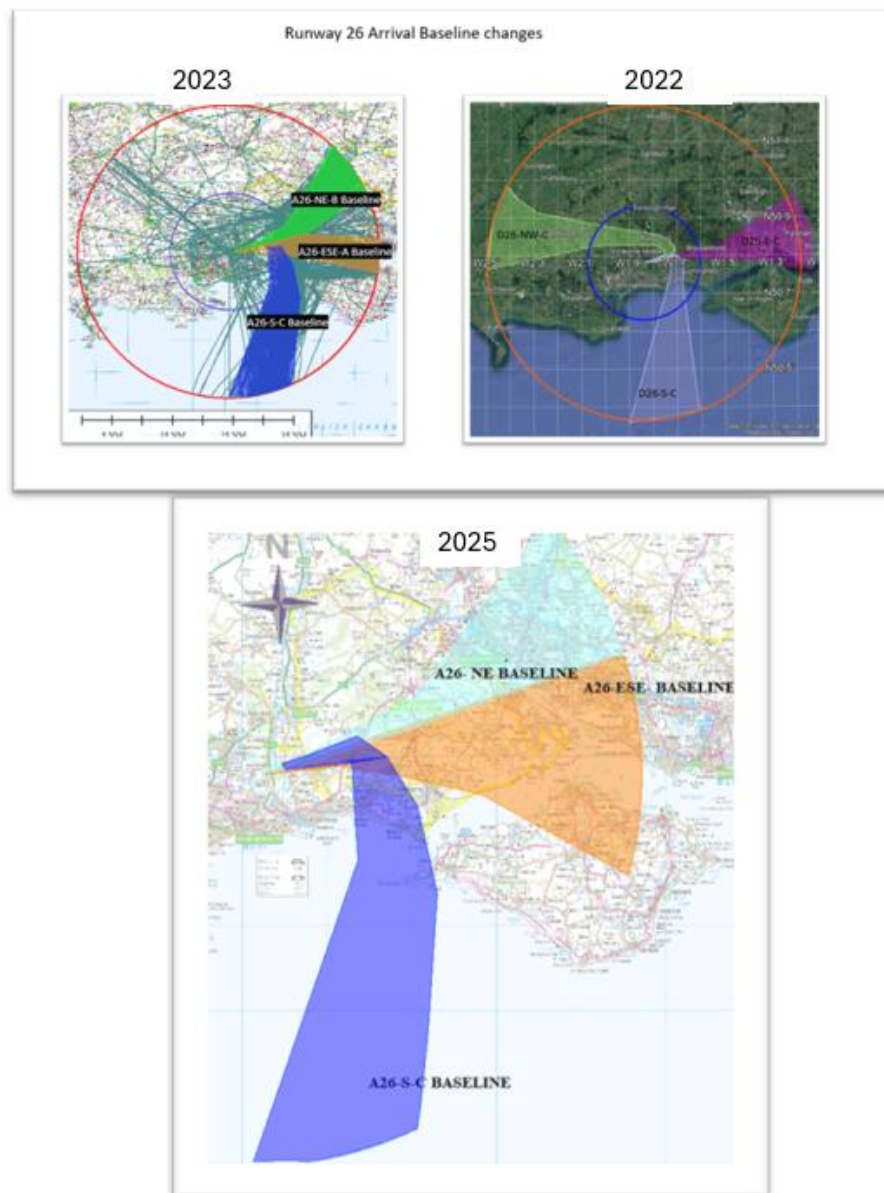


Figure 23: Arrivals RWY 26 Baseline changes.

4.3. Baseline Description

- 4.3.1. The final baseline swathes provide a realistic representation of today's operations. They form the comparator for both the Do-Minimum options and future route designs. Key characteristics are summarised below.

4.3.2. Departures RWY08

- 4.3.2.1. Runway 08 departures climb eastward before turning northeast, southeast or south under Solent Radar vectoring. The lateral spread reflects tactical clearances to avoid Southampton's inbound flows.

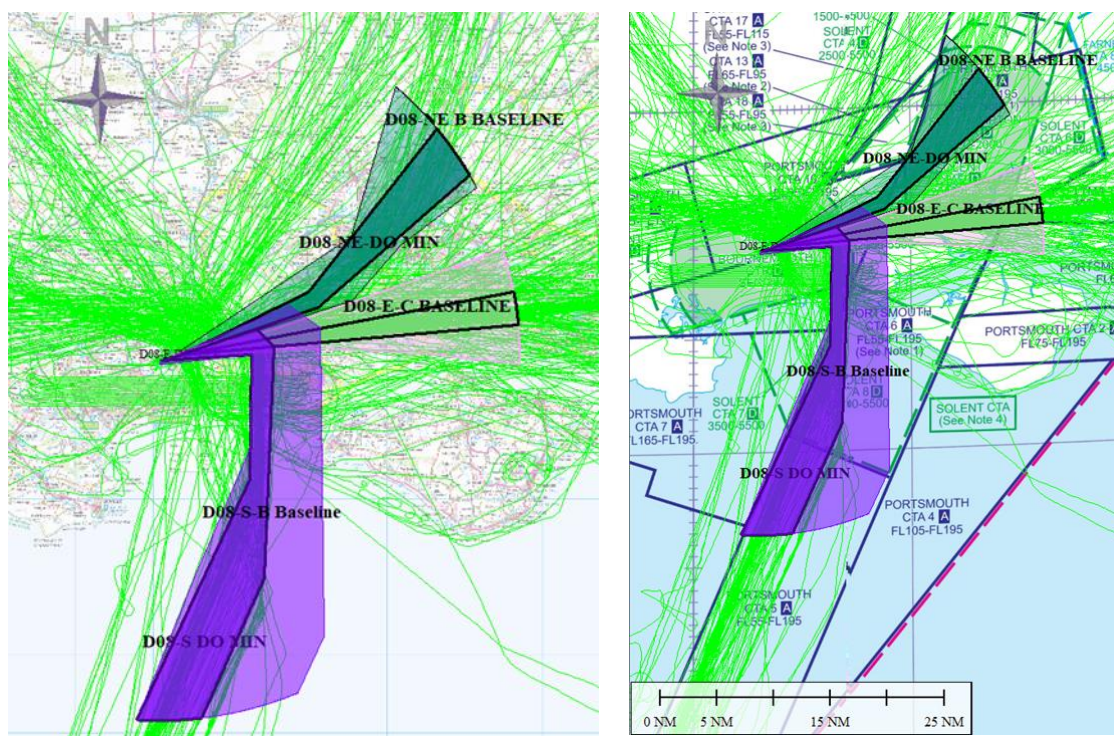


Figure 24: Departures RWY 08 Baselines and Do Minimums with tracks over OS map and tracks over ENR

4.3.4. Departures RWY 26

- 4.3.4.1. Departures from Runway 26 climb westward before routing either northwest, southwest, or east depending on destination. Traffic generally remains below 5 500 ft until clear of Bournemouth's immediate control area due to CAS limits.

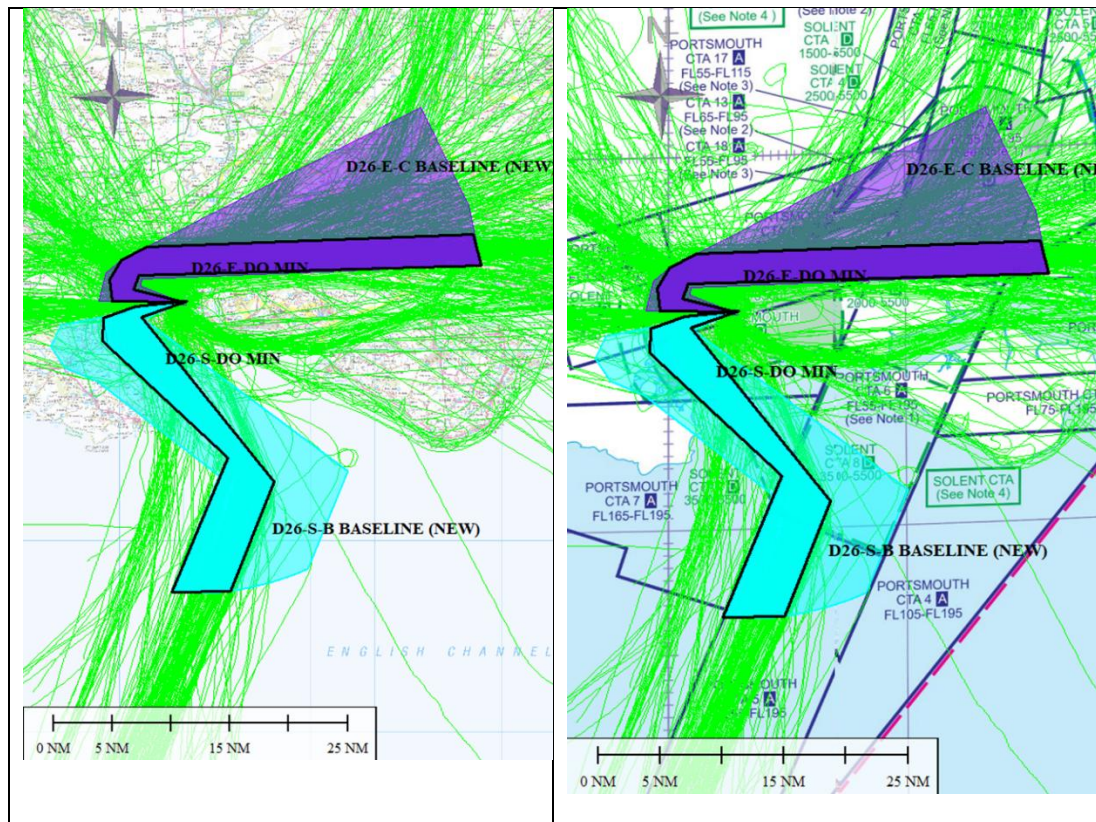


Figure 26: Departures RWY 26 Baselines and Do Minimums with tracks over OS map over ENR Chart

4.3.5. Arrivals RWY 26

- 4.3.5.1. Arrivals from the east and northeast descend beneath the LTMA and merge onto the final approach to Runway 26. Tracks converge approximately 10 NM from touchdown.

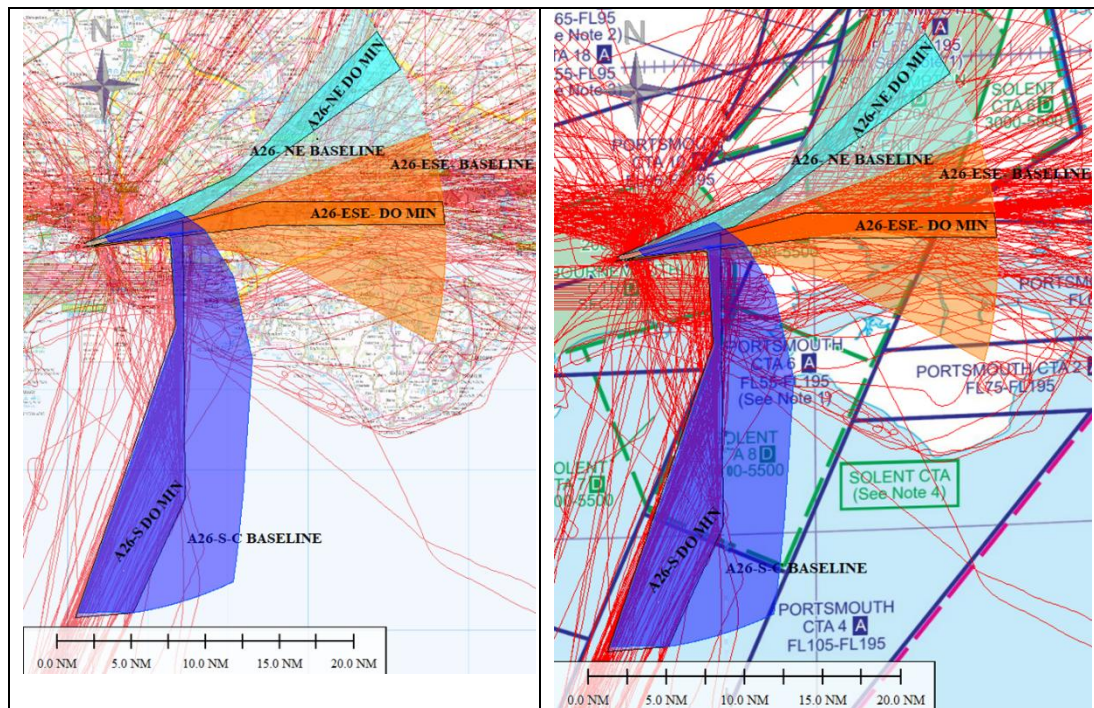


Figure 27: Arrivals RWY 26 Baselines and Do Minimums with tracks over OS map and over ENR Chart

4.4. Relationship to the Do-Minimum Option

- 4.4.1.1. The Do-Minimum represents a procedural enhancement to the Do-Nothing baseline through the introduction of RNAV-compliant tracks within the same geographic swathes.
- 4.4.1.2. It serves as a bridge between today's operation and the refined options that will emerge at later stages.
- 4.4.1.3. Both the baseline and Do-Minimum options are assessed in the DPE to provide context for understanding the potential benefits of modernised procedures.

4.5. Use of the Baseline in Option Assessment

- 4.5.1.1. The baseline is used to:

- Provide a consistent comparator for Design Principle Evaluation;
- Benchmark operational, environmental, and noise impacts; and
- Serve as the reference for quantitative modelling (fuel, emissions, and overflight) in later stages.

- 4.5.1.2. It remains the foundation for subsequent analyses in both the IOA and Full Options Appraisal. Section 10 of this document outlines how the baseline will inform next-stage quantitative assessments and integration with the FASI(S) programme.

4.6. Summary

- 4.6.1.1. The baseline represents the current, unmodified operation of Bournemouth Airport — the Do-Nothing scenario. It was refined through successive iterations between 2022 and 2025 to ensure alignment with the most accurate operational data available. This final baseline now serves as the benchmark against which all future options, including the Do-Minimum and preferred designs, will be evaluated.

5. Options Development

5.1. Overview

- 5.1.1. This Section describes the proposed options for departures and arrivals on both RWY08 and RWY26. The current situation, or baseline, is described in the previous Section 3 and is represented in this Section as the baseline for each design envelope.
- 5.1.2. The options design methodology is presented in Section 2.8 and includes a description of the design development including any restrictions and considerations (see Figure 6)
- 5.1.3. The following image is a base map indicating the area of concern and further illustrates the boundaries for option development; 10NM (blue circle) and 25NM (red circle). The two distances provide an opportunity to describe the approximate height of aircraft for each option using average (or min/max) ascent/decent data for Bournemouth Airport. The blue circle represents where aircraft will be 4000ft or over, and the red circle is where aircraft are expected to be over 7000ft. It further shows the areas overflown²². The star in the centre indicates the location of the airport.

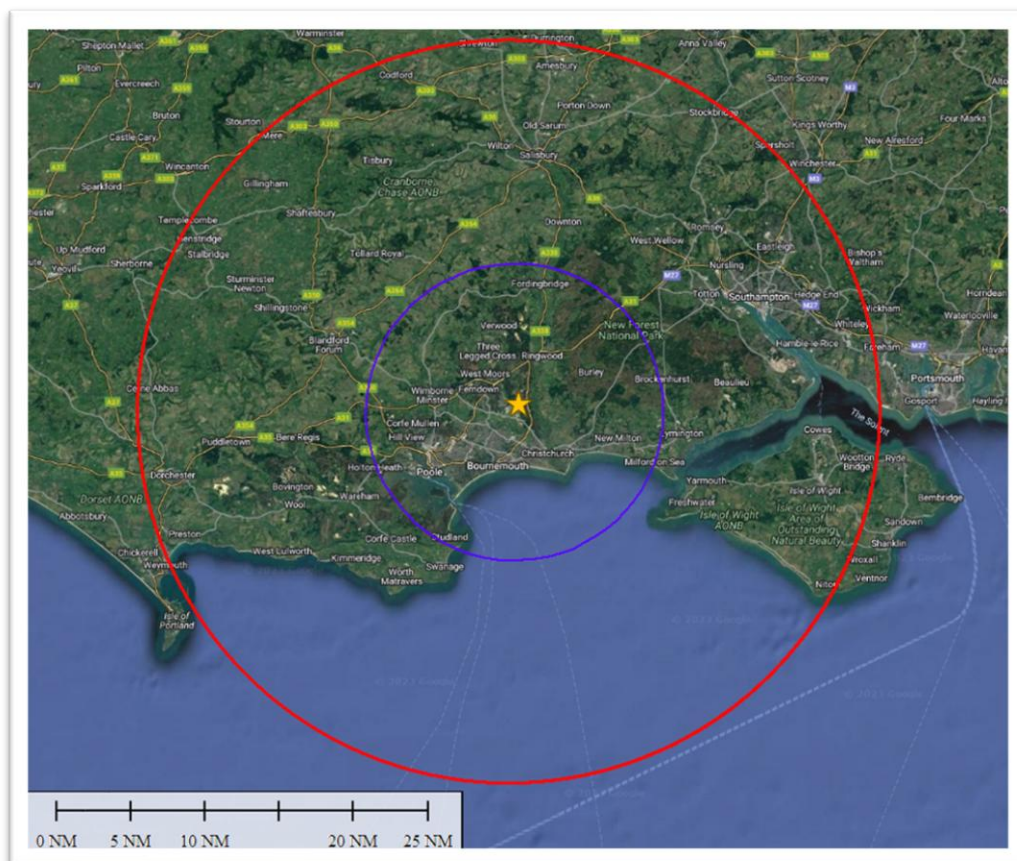


Figure 28 – Map of Airport vicinity showing 10NM and 25NM radii.

²² BOH used an indicative climb gradient of 6% to calculate the distance aircraft are likely to be at 4000ft and 7000ft, a 5nm buffer is included for 7000ft to ensure all potential areas impacted are captured.

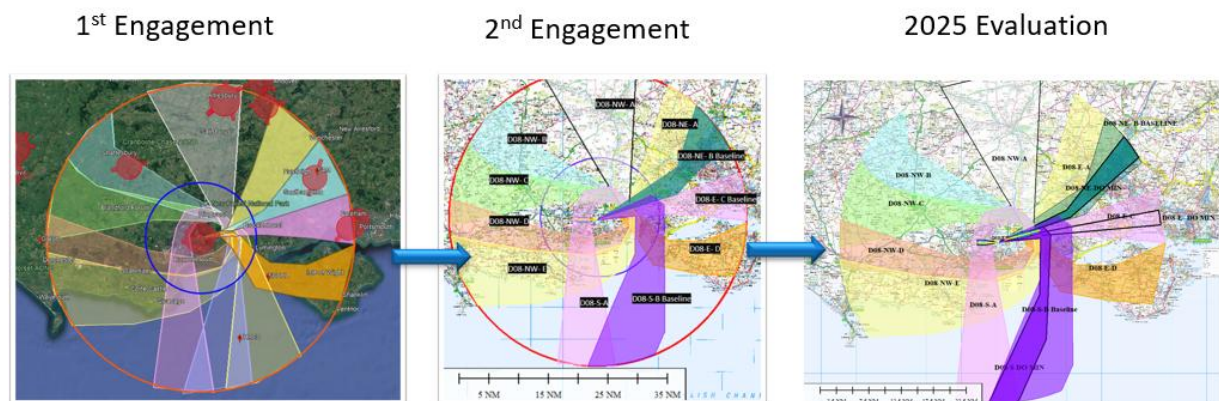
5.2. Design Envelope Evolution

- 5.2.1. The design envelopes developed for BOH's arrivals and departures have been progressively refined through the 2022, 2023, and 2025 engagements. Their purpose is to define broad areas within which new procedures could be developed, ensuring all viable corridors were considered prior to detailed route design.
- 5.2.2. Across all four runway directions, the first engagement established wide initial envelopes to test the application of the DPs and to capture the full range of operational possibilities. The second engagement refined these envelopes using stakeholder feedback and analysis of the 2023 Noise and Track-Keeping (NTK) dataset, ensuring alignment with actual traffic flows, airspace boundaries, and environmental constraints. The 2025 evaluation used the same NTK dataset, reassessed by the design team, to validate and finalise the envelope structure. This latest iteration confirmed that the current set of envelopes remains representative of today's operations, requiring only minor refinements for containment and consistency with the Do-Nothing and Do-Minimum framework.
- 5.2.3. The following subsections summarise how each set of design envelopes evolved for Departures RWY 08, Arrivals RWY 08, Departures RWY 26, and Arrivals RWY 26.

Departures RWY 08

- 5.2.4. For Runway 08, four design envelopes were initially developed extending to the northeast, east, south, and northwest. Following reassessment during the second engagement, the Northeast, East, and South envelopes were retained and refined to align more closely with current departure tracks and controlled airspace boundaries. The Northwest envelope was retained for completeness but no longer contained an active baseline due to low operational demand.
- 5.2.5. In the 2025 evaluation, the design envelopes were reviewed using the same 2023 NTK dataset, confirming that the Northeast, East, and South envelopes remained representative of existing operational patterns. Only minor adjustments were made to refine containment and ensure consistency with the Do-Nothing and Do-Minimum framework.

Departures RWY 08



Departures RWY 26



Figure 31: Departures RWY 26 Design Envelope Evolution

Arrivals RWY 26

- 5.2.10. For Runway 26, the first engagement presented a single broad envelope covering arrivals from the northeast and east. During the second engagement, this was separated into distinct Northeast (NE) and East-Southeast (ESE) envelopes to better reflect the distribution of inbound tracks and interactions with the en-route network. A South envelope was also introduced, while the Northwest envelope was retained for completeness but not developed further.
- 5.2.11. In the 2025 evaluation, the same 2023 NTK dataset was reassessed to confirm the continued validity of the design structure. The NE, ESE, and South envelopes were retained, with the ESE area extended slightly north and south to capture observed traffic dispersion. This configuration now forms the finalised envelope framework for Runway 26 arrivals.

Arrivals RWY 26

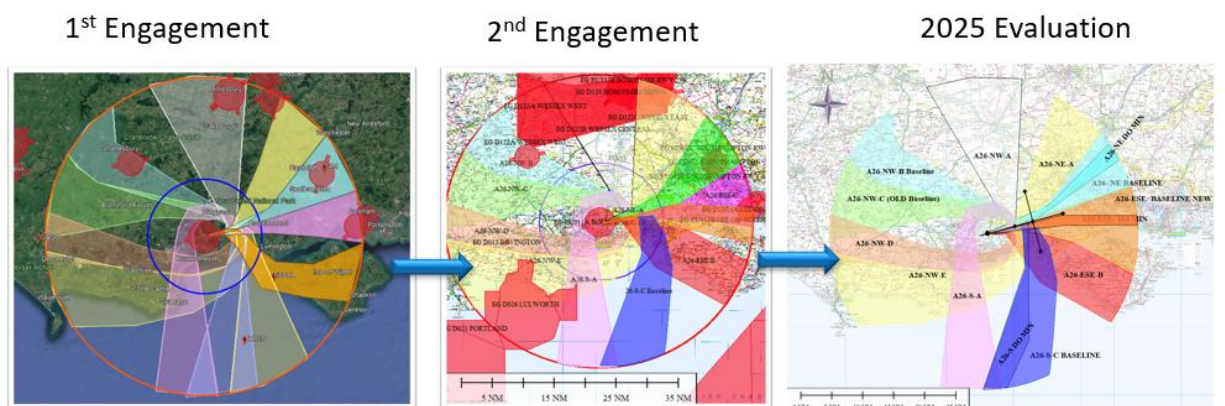


Figure 32: Arrivals RWY 26 Design Envelope Evolution

5.3. Baseline – Do Nothing Option

5.3.1. CAP1616 outlines the requirements for BOH to define the baseline, or do-nothing option. This option serves as a benchmark against which the airspace change options are assessed. The 'Do-Nothing' Baselines are reflective of today's operation and encompass the Airspace and Procedures as they would remain if there were to be no change. They have been defined using Noise and Track-Keeping (NTK) data, current procedures, and input from operational Air Traffic Controllers.

5.3.2. As is evident throughout the document the 'do nothing' baselines are presented as wide geographical swathes, this is a result of the current operational departure procedures which, unlike a standard instrument departure route (SID), have no systemised connection to the wider airspace network. Although the arrival 'do-nothing' baselines are already integrated with the en-route network, there are currently no systemised Arrival Transitions or RNP approaches meaning there is a large variation in track dispersal.

5.4. Do – Minimum Option

5.4.1. The 'Do-Minimum' Option is a refinement of the 'Do-Nothing' baseline and shows how the Airspace and Procedures would look if we introduced RNAV SID procedures to today's operation for departures. A SID is an ATC coded departure procedure that:

- Includes noise abatement procedures;
- Provides a 'systemised' connection to the en-route network;
- Provides terrain safe routes;
- Simplifies ATC clearance delivery procedures.

5.4.2. There are many advantages to this implementation including a reduction in ATCO workload, enhanced network connectivity, and environmental and safety improvements. Additionally, enhanced network connectivity is vital for ensuring the airspace structure at BOH can support future growth and development of operations at the Airport.

5.4.3. To show this as a Do-Minimum option, a geographical swathe has been created where the highest concentration of tracks fall today and therefore, a PBN SID would sit within this area in order to replicate today's option with the assistance of the new technology and enhanced connectivity, this may require amendments to airspace dimensions to contain the new procedures.

5.4.4. For arrivals, where the current Do-Nothing baseline is already integrated with the en-route network, the Do-Minimum is expected to be an enhancement of this option, by reducing the need for coordination and enhancing network integration. A geographical swathe has been created to illustrate this and is representative of the highest concentration of tracks from baseline data. Therefore, the Do-Minimum swathes replicate today's option with the assistance of the new technology and enhanced connectivity, this may require amendments to airspace dimensions to contain the new procedures.

5.5. Departures RWY 08 All Options

- 5.5.1. The departure design envelopes for Runway 08 have evolved as explained in Section 4.2, and the most recent version shown in the following sections reflects the 2025 reassessment. Four envelopes are currently retained, Northeast, East, South, and Northwest, representing the full range of potential departure corridors under consideration at Stage 2a. The Northeast, East and South envelopes capture the primary departure flows observed in today's operations, while the Northwest envelope remains included for completeness and continuity, even though its associated baseline has been removed due to limited traffic demand.
- 5.5.2. The 2025 review, based on the 2023 Noise and Track-Keeping (NTK) dataset, confirmed that these envelopes remain representative of current operations. Minor refinements were applied for containment and accuracy, and Do-Minimum options were introduced within each envelope to illustrate equivalent RNAV departures under the existing operational framework.

North and West	Northeast	East	South
D08-NW-A	D08-NE-B Baseline	D08-E-C Baseline	D08-S-B Baseline
D08-NW-B	D08-NE-Do Nothing	D08-E-Do Nothing	D08-S-Do Nothing
D08-NW-C	D08-NE-A	D08-E-D	D08-S-A
D08-NW-D			
D08-NW-E			

Table 16 - Runway 08 Options Design Envelope Departures

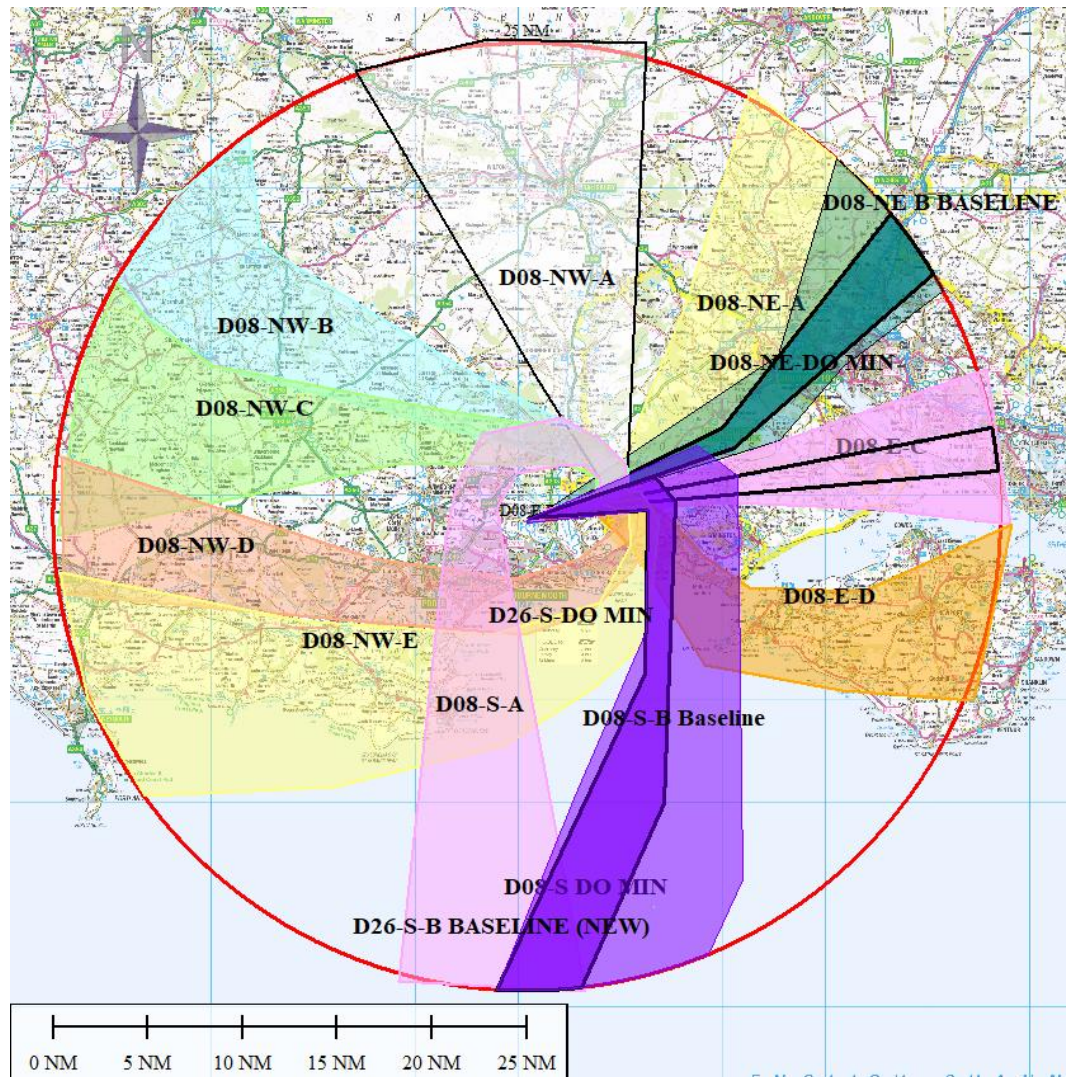


Figure 33 - Map showing all options for departures from Runway 08 over OS map.

5.6. D08 Northwest Design Envelope

- 5.6.1. Northwest design envelope does not have a baseline and the 'do nothing' option is therefore no operation. There is no baseline as there is very little traffic currently in a northwest direction. The following images show this envelope over the OS map (Figure 34) the ENR chart (Figure 35) and over Google Earth imagery showing the AONB and NP (Figure 36).

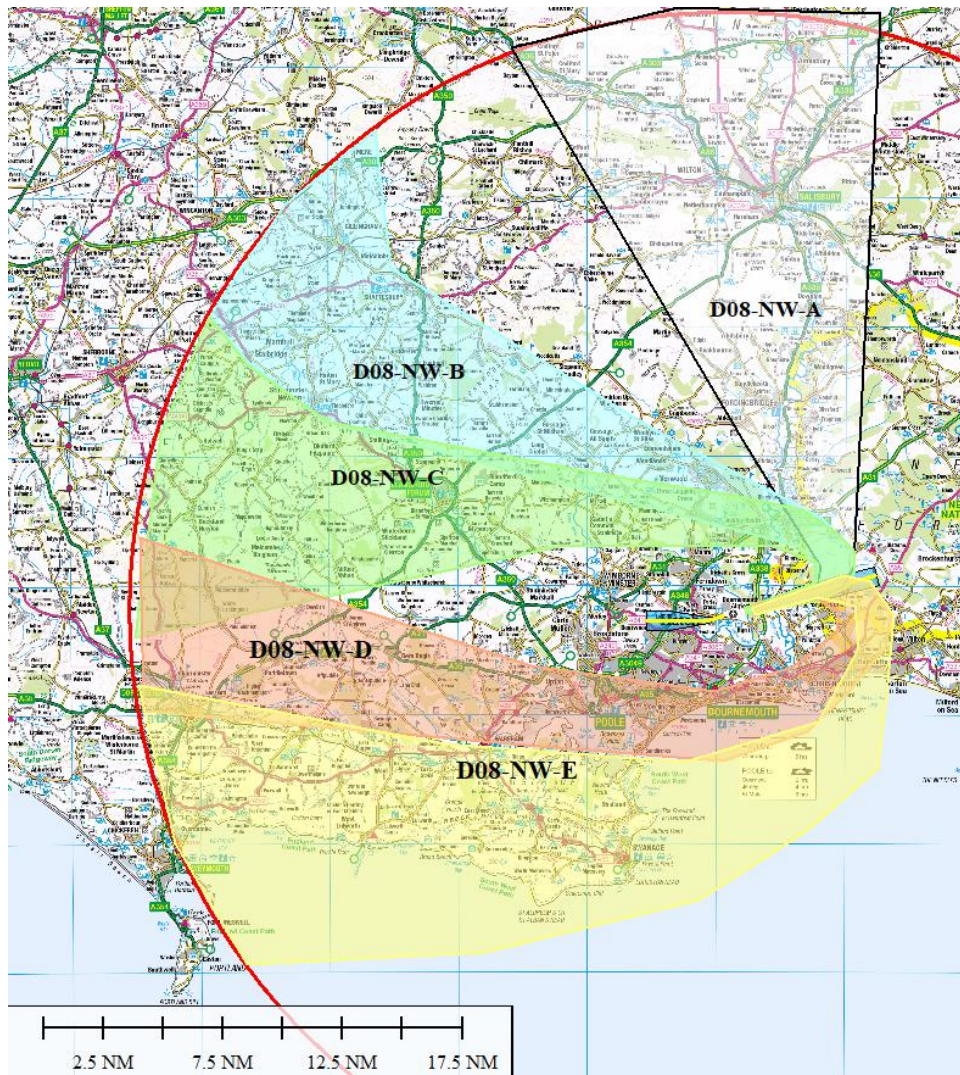


Figure 34 - Map of Northwest Design Envelope over OS map

- 5.6.2. There are several conflicts with danger areas (DA) and areas of high traffic for this design envelope; option E penetrates the Lulworth DA, option A Wessex DA, option B overflies Compton Abbas option D overflies Bovington DA. Bovington is activated by NOTAM and has an upper limit of 3600ft and aircraft departing Bournemouth Airport are likely to be over this height at the point of overflying Bovington (see Section 3.3). Similarly, the upper limit of Compton Abbas is 2000ft and aircraft will be over this height when departing Bournemouth Airport. Map shows options over the ENR chart (Figure 35).

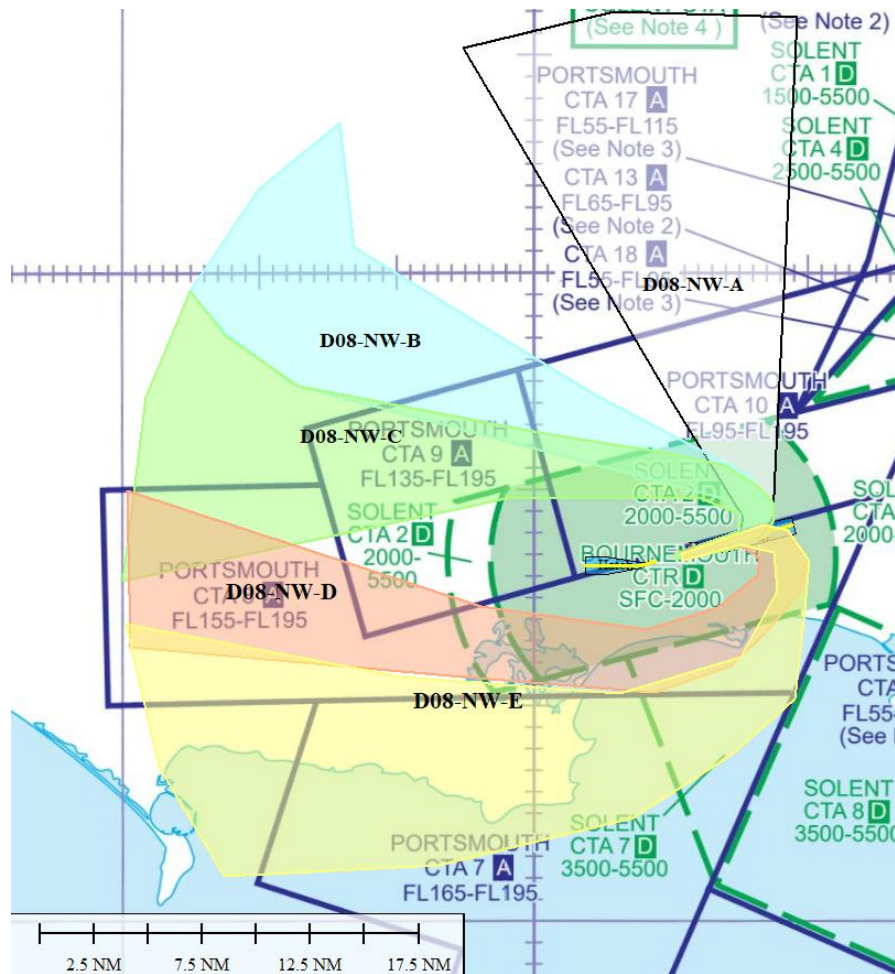


Figure 35 - Map of Northwest Design Envelope over ENR Chart

- 5.6.3. Options A-D fly over the AONB Cranbourne Chase and West Wiltshire Downs, and options D and E overfly Dorset AONB (see Figure 36). The populated areas include Salisbury (option A), Blandford Forum (option C), Poole and Bournemouth (option D). However, the densely populated areas are largely avoided at low altitude in this design envelope, except for option D. Northwest design envelope does not have a baseline and the 'do nothing' option is therefore no operation. The following images show this envelope over the OS map (Figure 34)

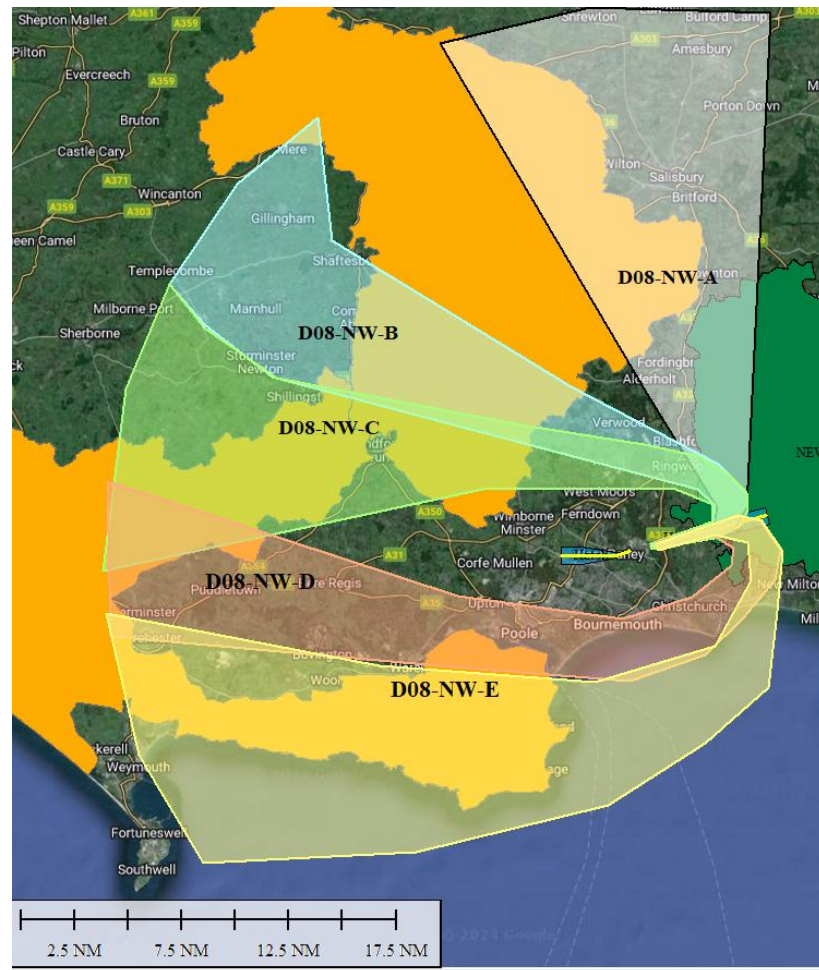


Figure 36 Northwest Design Envelope over Google Earth showing NP and AONB.

5.7. D08 Northeast Design Envelope

- 5.7.1. Since engagement with stakeholders in December 2022 this design envelope has changed; the C and D options are now in a new 'East design envelope' (see next paragraph). The baseline for this design envelope is B to reflect current operations and procedures.
- 5.7.2. The following images show this envelope over the OS map (Figure 37) the ENR chart (Figure 38) and over Google Earth imagery showing AONB and National Park. (Figure 39).

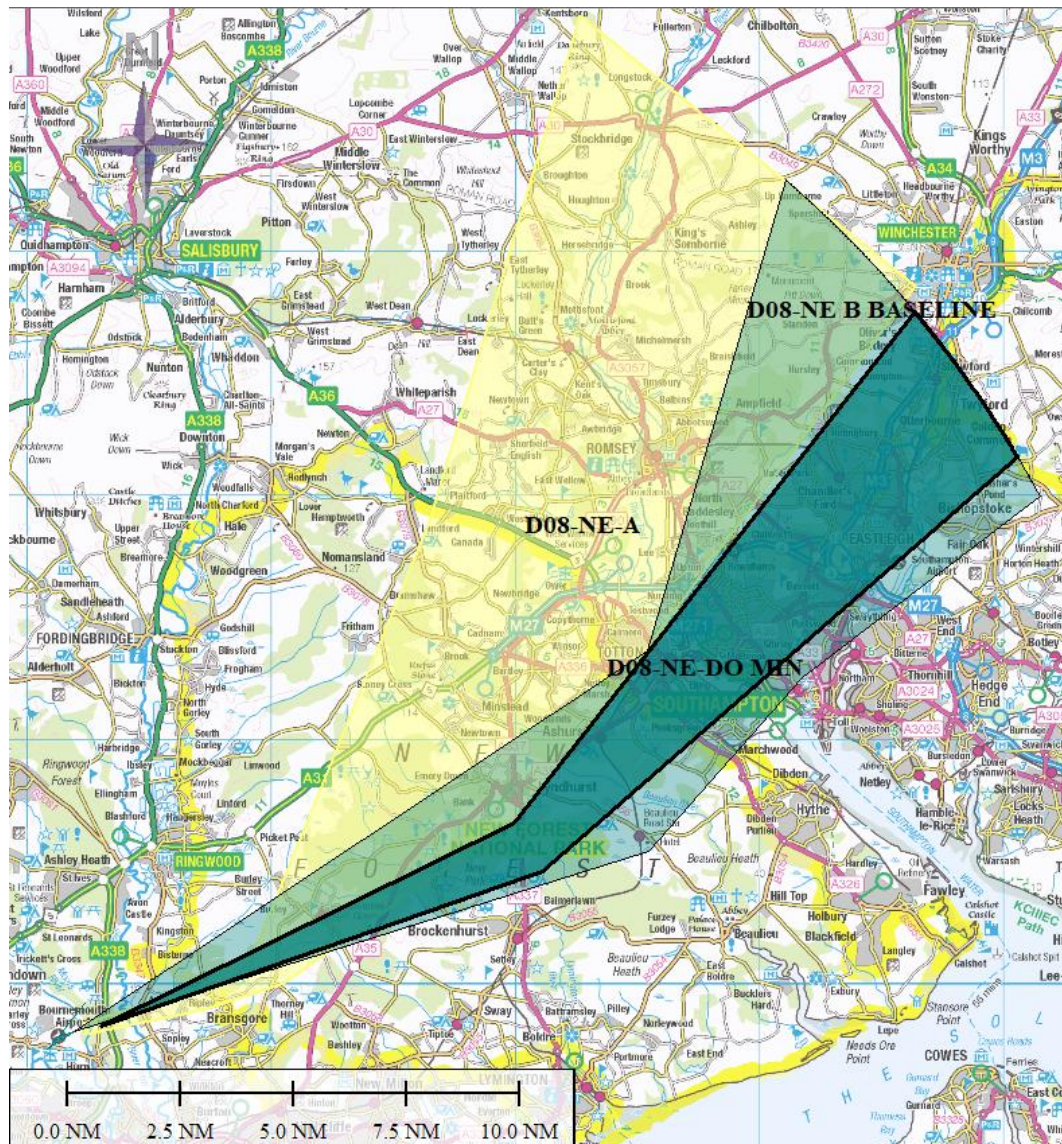


Figure 37 - Map of Northeast Design Envelope over OS Map

Figure 38 - Map of Northeast Design Envelope over ENR Chart

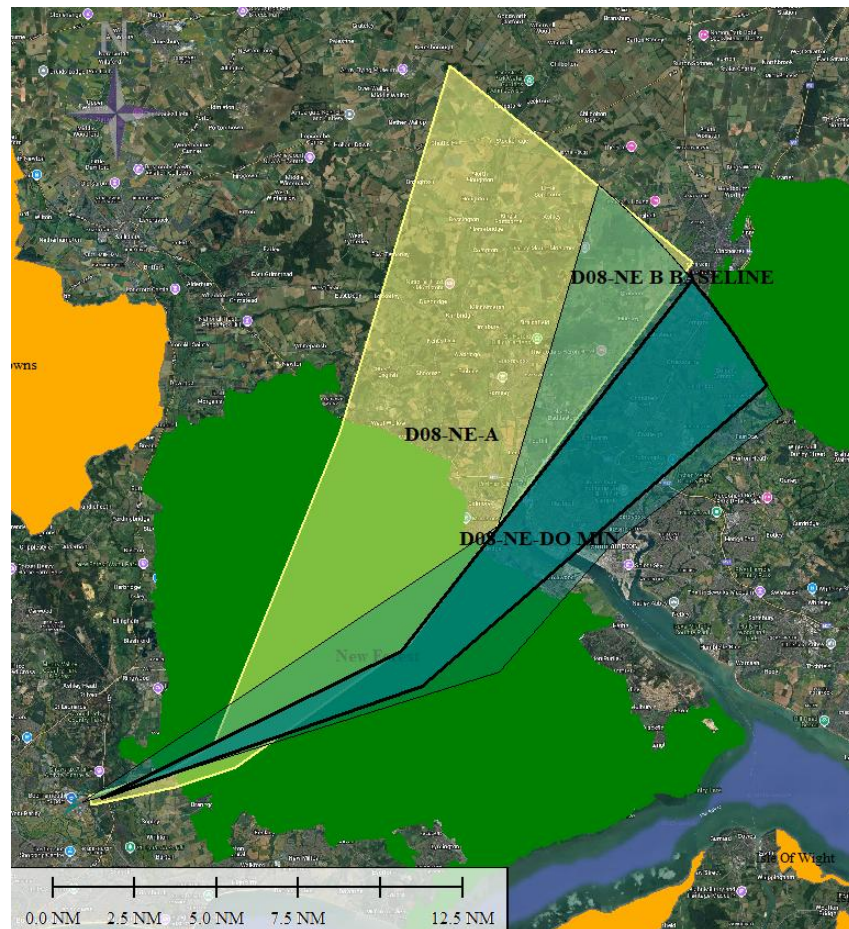


Figure 39 - Map of Northeast Design Envelope over Google Earth showing AONB and National Park.

- 5.7.3. Both options in the Northeast design envelope overfly the New Forest national Park, this includes the baseline (option B). Furthermore, option B overflies the most densely populated areas of Southampton although aircraft are likely to be above 6000ft at this point. Option B flies over the South Downs however at this point aircraft are likely to be over 7000ft.

5.8. D08 East Design Envelope

- 5.8.1. Since engagement with stakeholders in December 2022 this design envelope has changed; the A and B options are now in a new 'Northeast design envelope' (see previous paragraph). The baseline for this design envelope remains C as it still reflects current operations and procedures.
- 5.8.2. The following images show this envelope over the OS map (Figure 40) the ENR chart (Figure 41) and over Google Earth imagery showing AONB and National Park. (Figure 42).

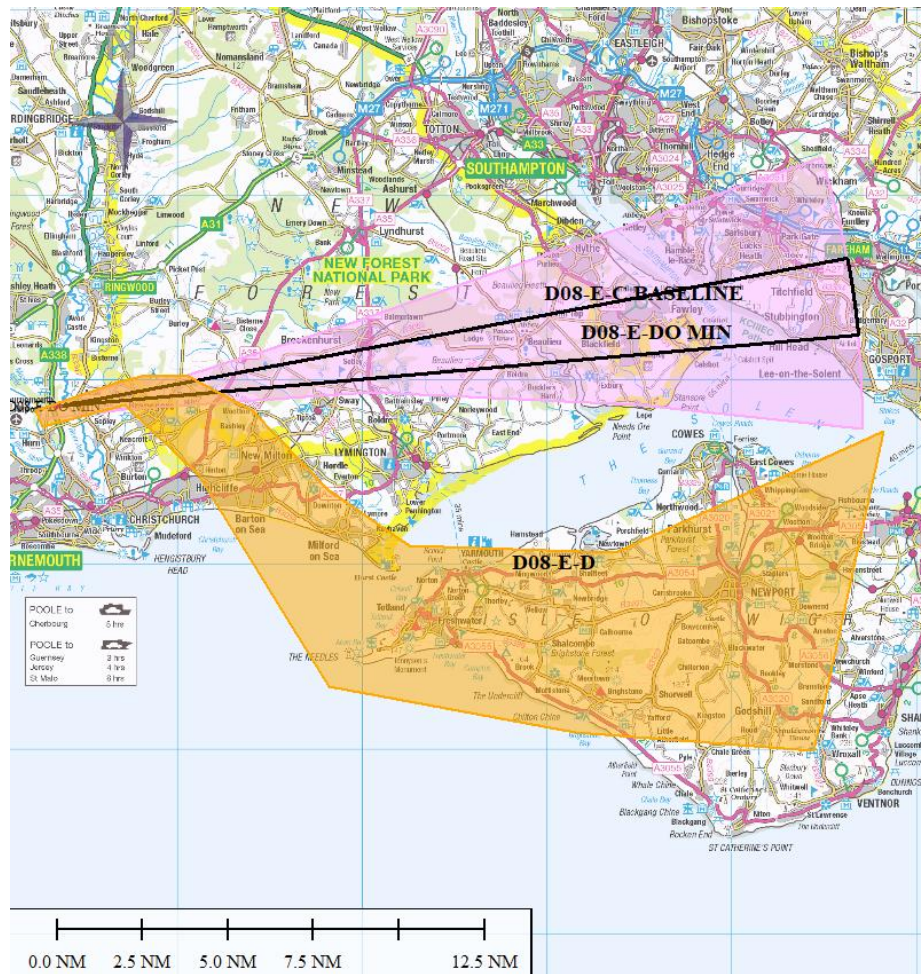


Figure 40 - Map of East Design Envelope over OS map

- 5.8.3. Option C (baseline) overflies the DA of Lee-On-Solent however aircraft will be over the 2000ft upper limit and are likely to be over 7000ft at this point. Option C also overflies the New Forest National Park.
- 5.8.4. Option D flies over the isle of Wight AONB, however this would not be a low altitude. It does overfly the New Forest National Park at a lower altitude in addition to the communities of Highcliffe, New Milton, Barton on Sea and Milford on Sea.

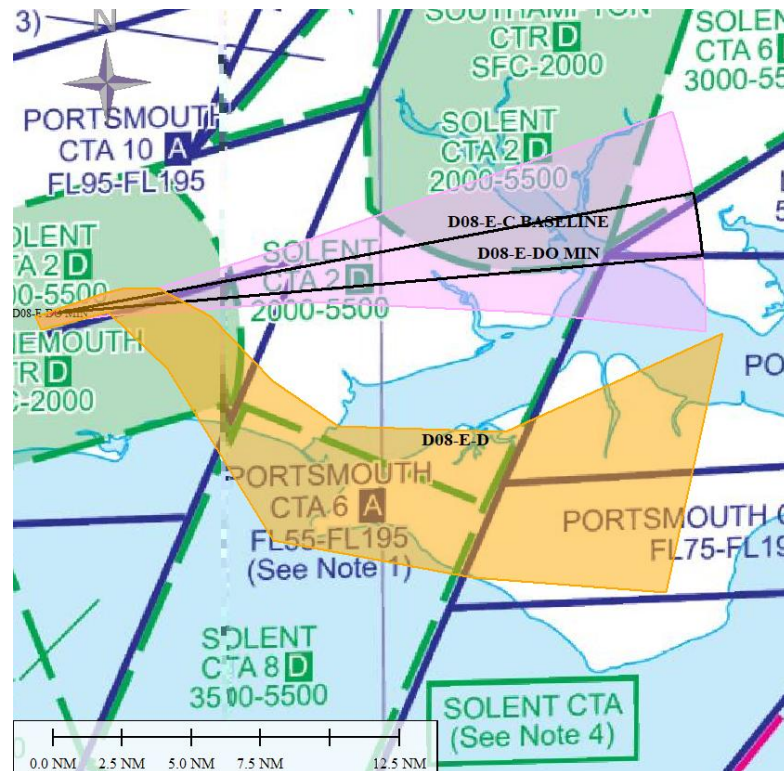


Figure 41 - Map of East Design Envelope over ENR chart

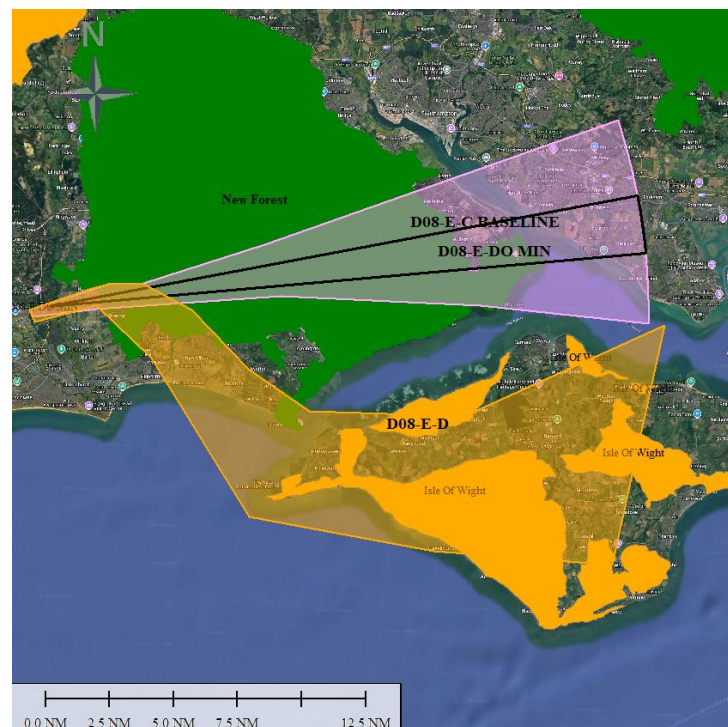


Figure 42 - Map of East Design Envelope over Google Earth showing AONB and National Park.

5.9. D08 South Design Envelope

- 5.9.1. Since engagement with stakeholders in December 2022 this design envelope has changed; option A remains the same. The new baseline B has been redrawn to reflect current operations and procedures. Option C (previous baseline) has been removed; this area is largely covered by the current baseline.
- 5.9.2. The following images show this envelope over the OS map (Figure 43) the ENR chart (Figure 44) and over Google Earth imagery showing AONB and National Park. (Figure 45).
- 5.9.3. Option A penetrates the Portland DA at the western end of the option. Option A also is a 'wraparound' as it departs the runway to the left before turning south, this means it will further flyover the Dorset AONB and more communities close to the airport, such as Ringwood, Ashley Heath, Staphell to the north and west and Newtown, Branksome and Westbourne to the south.
- 5.9.4. Option B, the baseline offers the fastest route over the sea for southern departures from RWY 08.

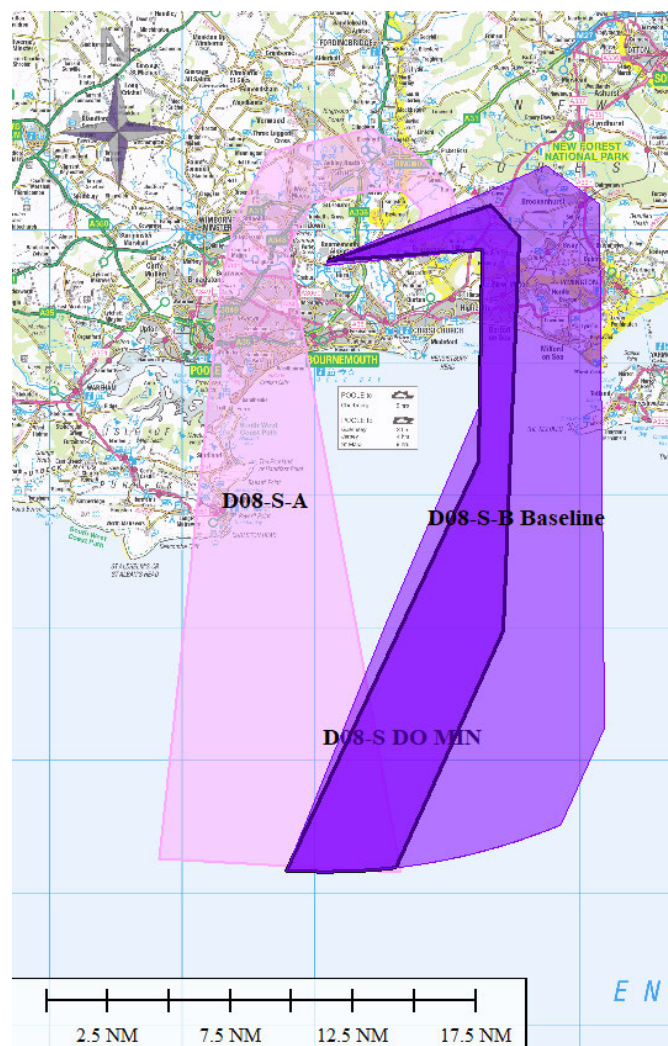


Figure 43 - Map of South Design Envelope over OS map

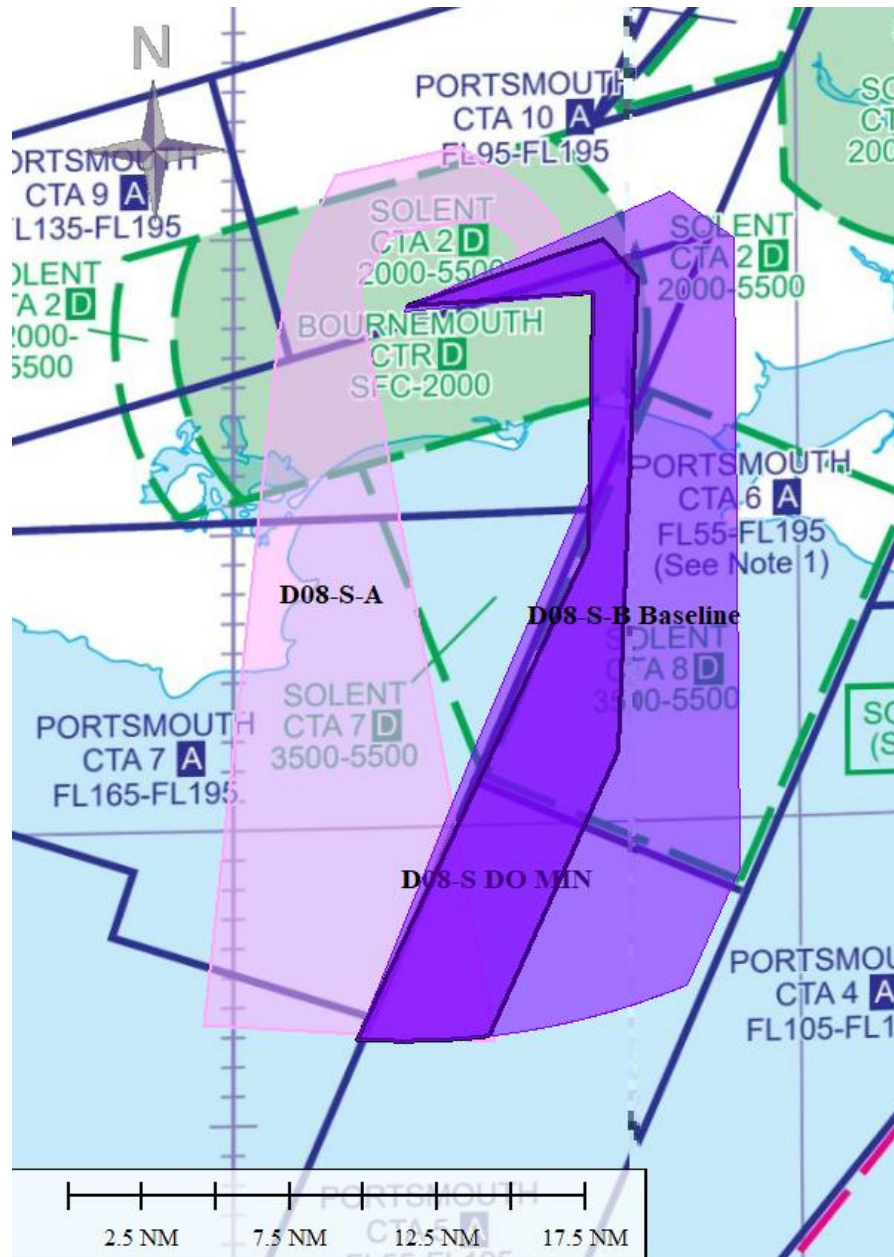


Figure 44 - Map of South Design Envelope over ENR chart



Figure 45 - Map of South Design Envelope over Google Earth showing AONB and National Park.

5.10. Arrivals RWY 08 All options

- 5.10.1. The arrival design envelopes for Runway 08 have evolved as described in Section 4.2, with the 2025 version confirming their continuing relevance. Four envelopes, Northeast, Southeast, South, and Northwest, are retained to encompass all feasible arrival directions onto Runway 08. The Northeast, Southeast and South envelopes reflect the principal inbound flows used in current operations, while the Northwest envelope remains included for completeness, following the removal of its baseline in 2023.
- 5.10.2. The same 2023 NTK dataset was reassessed by the design team to validate these envelopes, which required only minor adjustments for accuracy. Do-Minimum options have been added within each active envelope to demonstrate RNAV-equivalent arrivals consistent with existing traffic behaviour.

North and West	Northeast	Southeast	South
A08-NW-A	A08-NE-B Baseline	A08-SE-C Baseline	A08-S-C Baseline
A08-NW-B	A08-NE-Do Minimum	A08-SE-Do Minimum	A08-S-Do Minimum
A08-NW-C	A08-NE-A	A08-SE-B	A08-S-A
A08-NW-D	A08-NE-C		A08-S-B
A08-NW-E			

Table 17 - Runway 08 Options Design Envelopes Arrivals

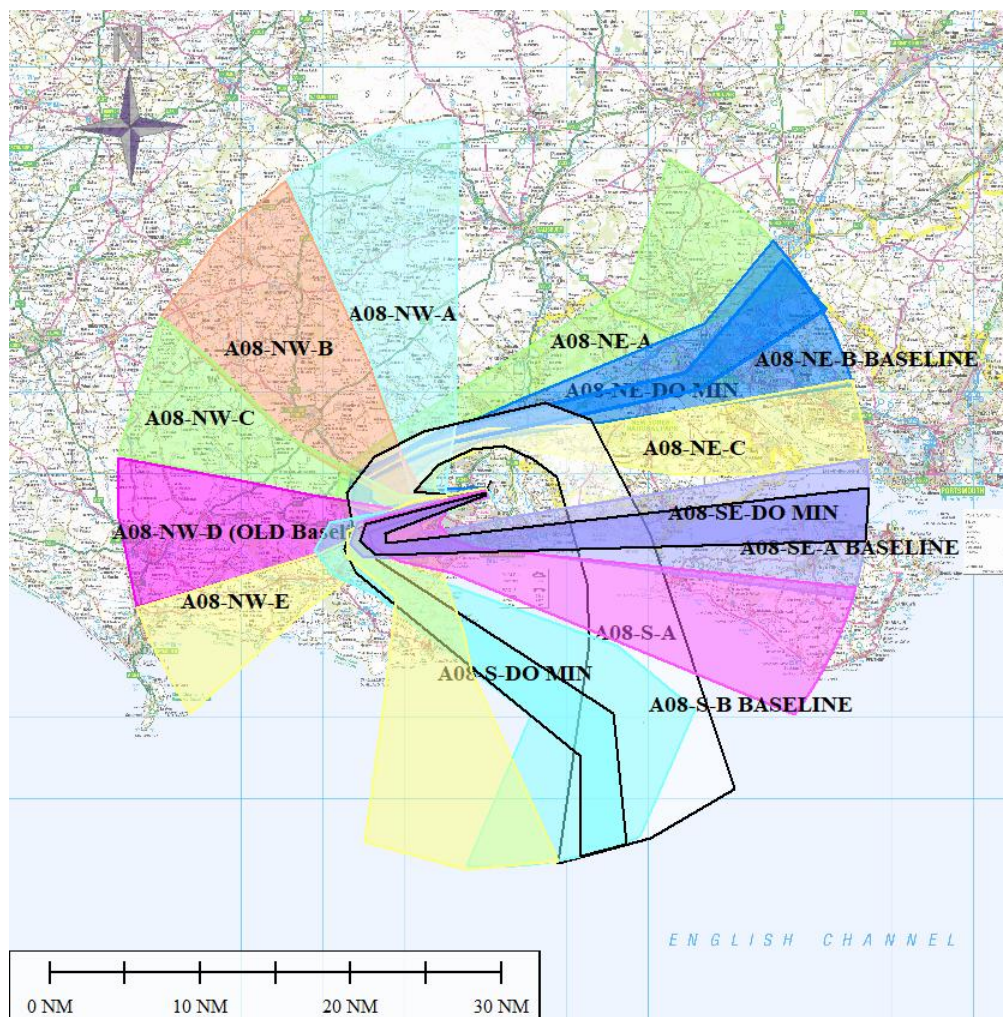


Figure 46 - Map showing all options for arrivals to runway 08.

5.11. A08 Northwest Design Envelope

- 5.11.1. Northwest design envelope does not have a baseline and the 'do nothing' option is therefore no operation. The following images show this envelope over the OS map (Figure 47) the ENR chart (Figure 48) and over Google Earth imagery showing AONB and National Park. (Figure 49).
- 5.11.2. There are several conflicts with danger areas (DA) and areas of high traffic for this design envelope (see Figure 6 in Section 3); option E penetrates the Lulworth DA, option A Wessex DA, option B overflies Compton Abbas option D overflies Bovington DA. Bovington is

activated by NOTAM and has an upper limit of 3600ft and aircraft departing Bournemouth Airport are likely to be over this height at the point of overflying Bovington. Similarly, the upper limit of Compton Abbas is 2000ft and aircraft will be over this height when arriving at Bournemouth Airport.

- 5.11.3. Options A-D fly over the AONB Cranbourne Chase and West Wiltshire Downs, and options D and E overfly Dorset AONB (Figure 49) The populated areas include Salisbury (option A), Blandford Forum (option C), Poole and Bournemouth (option D). However, the densely populated areas are largely avoided at low altitude in this design envelope, with the exception of option D.

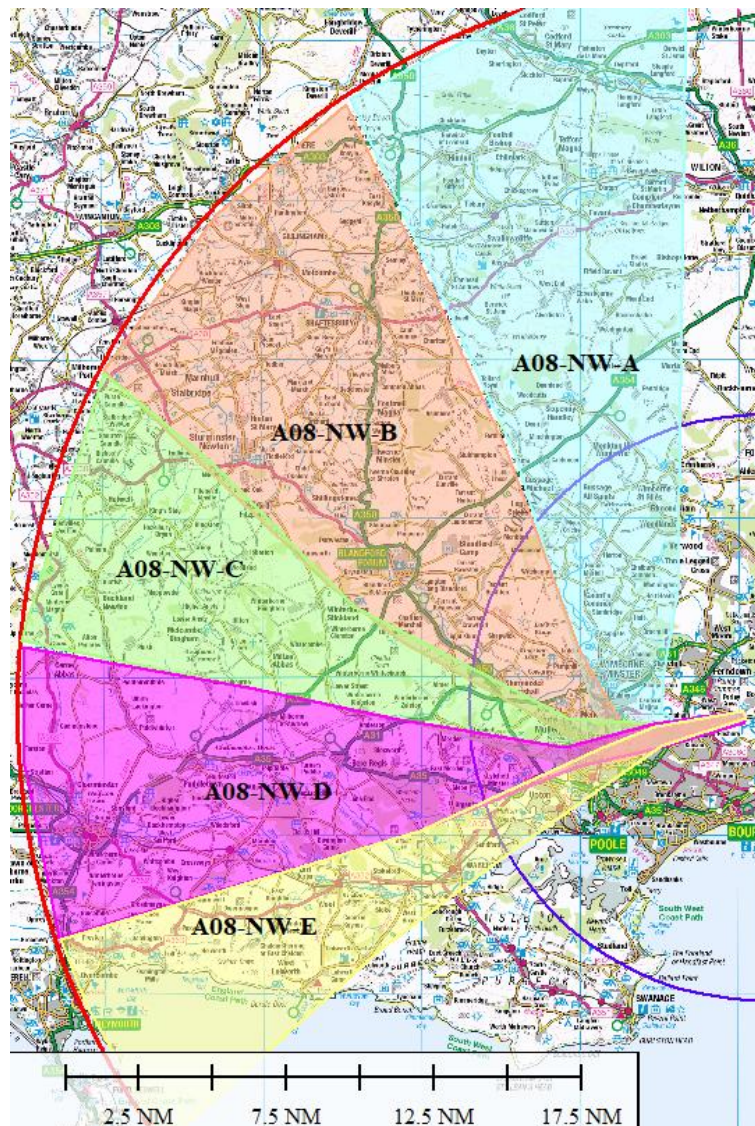


Figure 47 - Map of Northwest Design Envelope over OS map

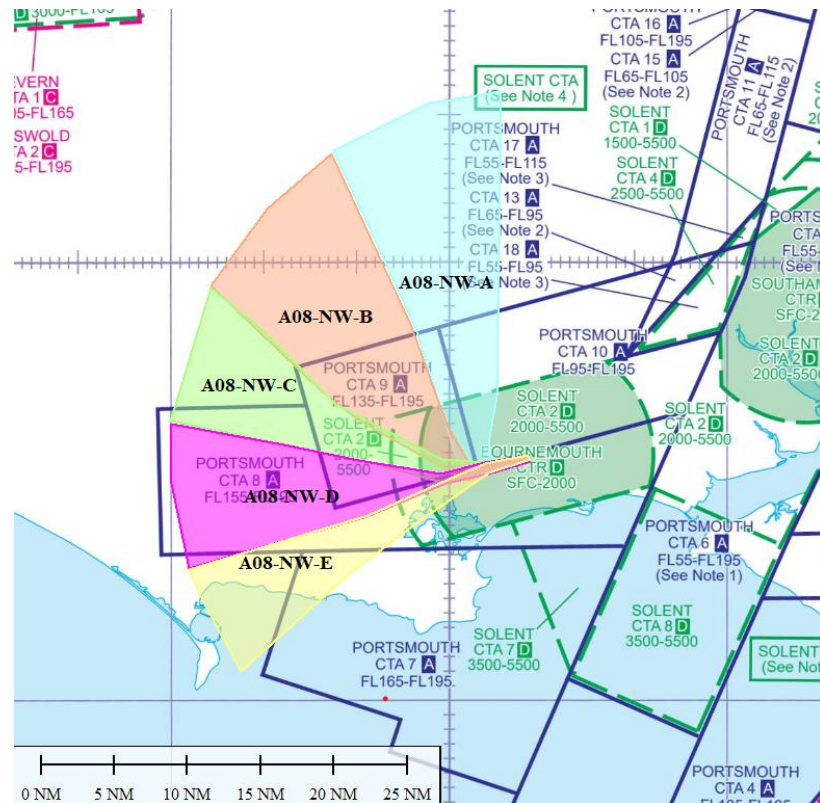


Figure 48 - Map of Northwest Design Envelope over ENR Chart

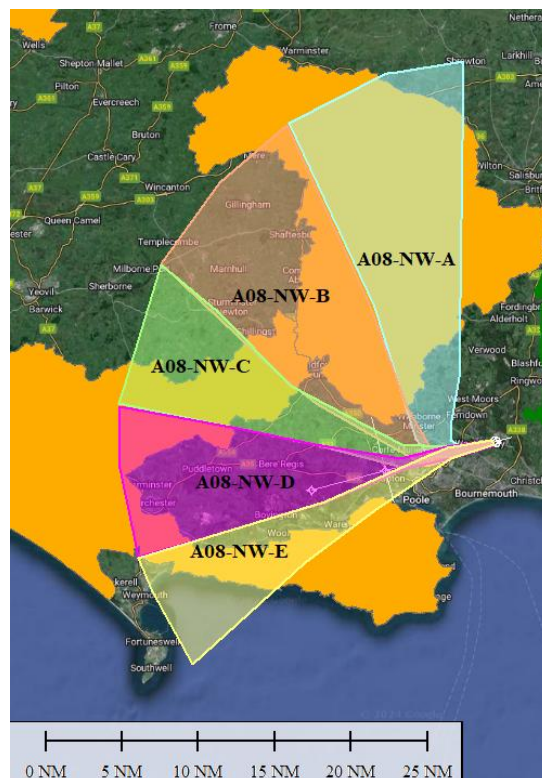


Figure 49 - Map of Northwest Design Envelope over Google Earth showing AONB and National Park.

5.12. A08 Northeast Design Envelope

- 5.12.1. The following images show this envelope over the OS map (Figure 50) the ENR chart (Figure 51) and over Google Earth imagery showing AONB and National Park. (Figure 52).
- 5.12.2. All three options in this design envelope avoid AONBs, however all do fly over the New Forest National Park. The most densely populated areas include Southampton, although aircraft are likely to still be at a high altitude at this point. Closer to the airport Ringwood, Wimborne Minster and Corfe Mullen would be flown over at a lower altitude for flights arriving at runway 08 in the option C scenario.

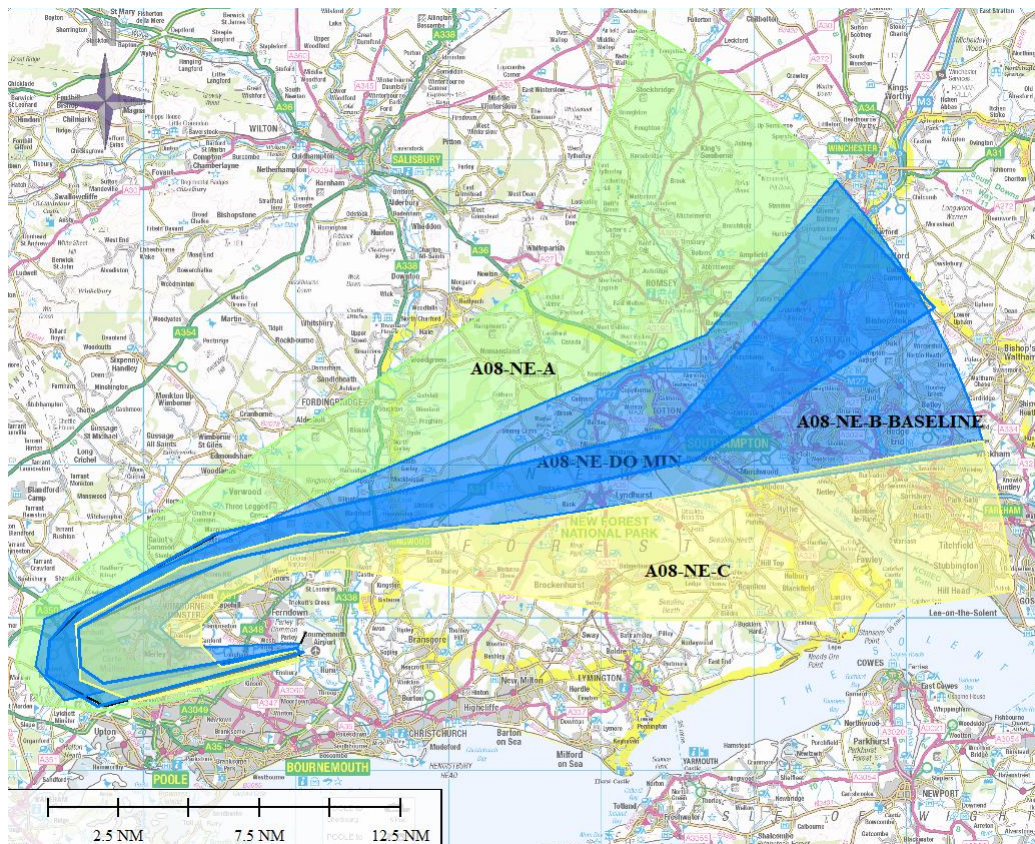


Figure 50 - Map of Northeast Design Envelope over OS Map

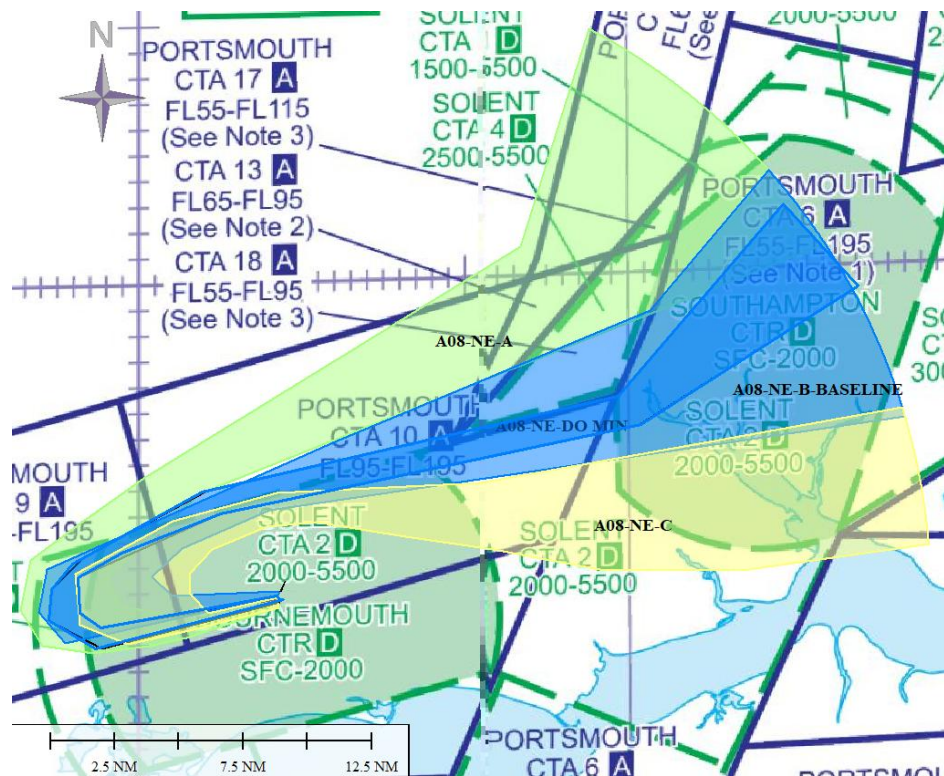


Figure 51 - Map of Northeast Design Envelope over ENR Chart

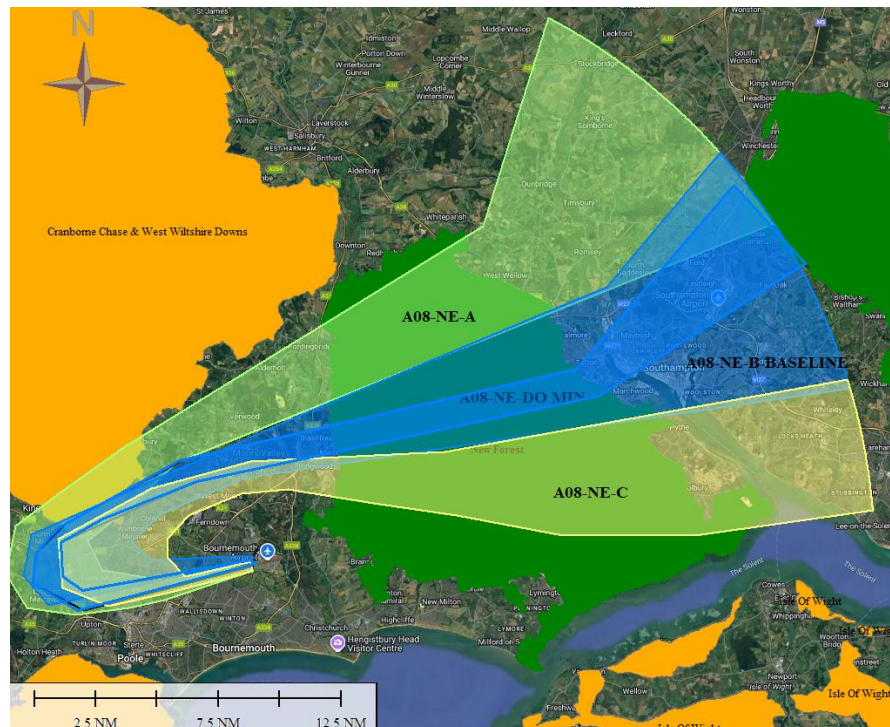


Figure 52 - Map of Northeast Design Envelope over Google Earth showing AONB and National Park.

5.13. A08 Southeast Design Envelope

- 5.13.1. Option C, the baseline, overflies a greater number of communities (Figure 55), including Poole, Bournemouth and Christchurch, than option B. Both options overfly the AONB of the Isle of Wight, however option B overflies a greater portion of it, option C overflies both the AONB and the National Park. Furthermore, option B flies over the Portsmouth DA (EG D037), which has upper limits of 55000ft, aircraft are likely to be within this boundary at this point.

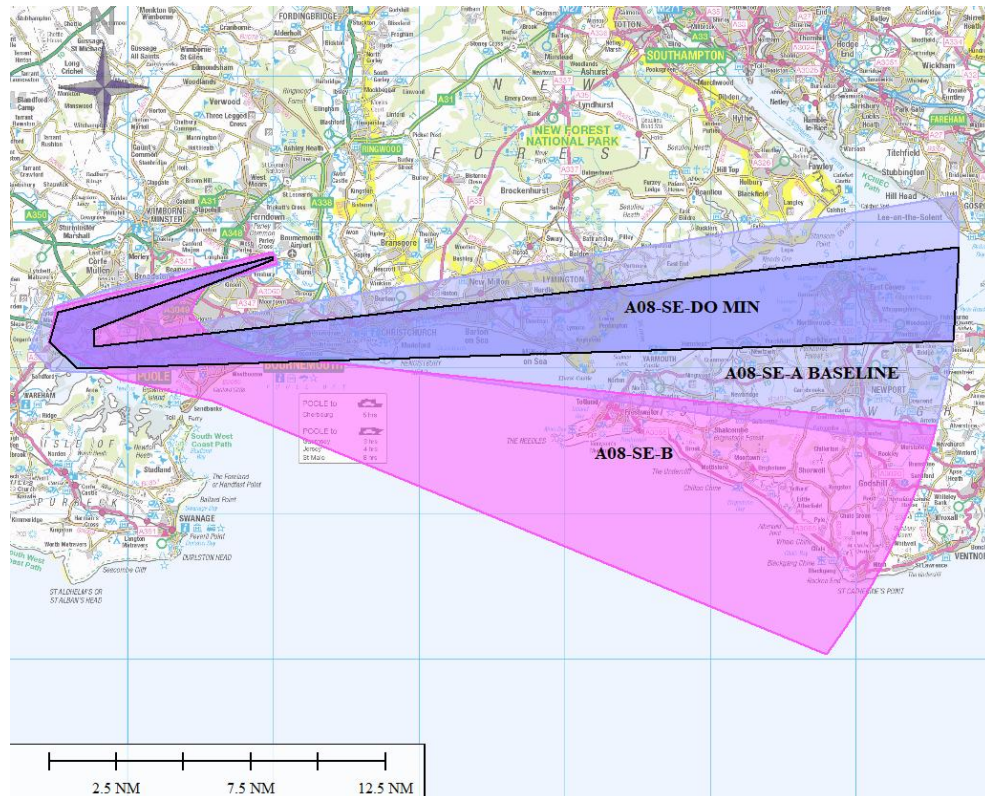


Figure 53 - Map of Southeast Design Envelope over OS map

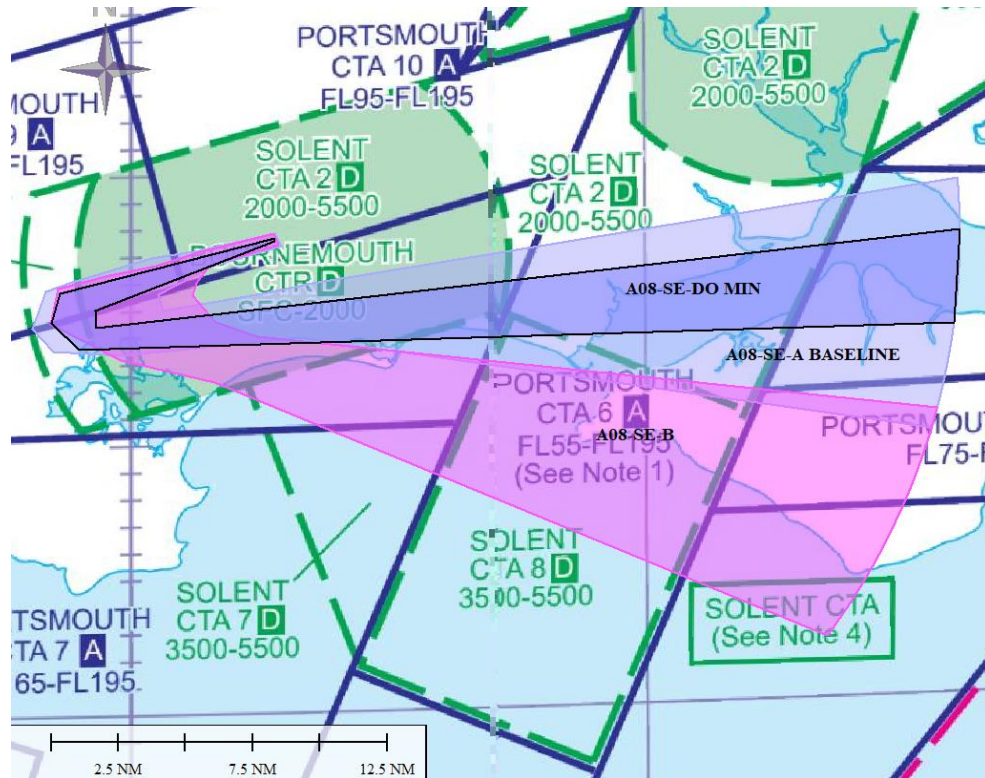


Figure 54 - Map of Southeast Design Envelope over ENR Chart



Figure 55 - Map of Southeast Design Envelope over Google Earth Showing AONB and National Park.

5.14. A08 South Design Envelope

- 5.14.1. Since engagement with stakeholders in December 2022 this design envelope has changed; options A and C remain the same. The baseline B has been redrawn to reflect current operations and procedures.
- 5.14.2. The following images show this envelope over the OS map (Figure 56) the ENR chart (Figure 57) and over Google Earth imagery showing AONB and National Park. (Figure 58).
- 5.14.3. Option A penetrates the Portsmouth DA at the eastern end, and are published as active up to 55,000ft. Option A also is a 'wraparound' as it arrives from the east and turns right, this means it arrives over the New Forest National Park, a small portion of the AONB, and more communities close to the airport, such as Wimborne Minster and Corfe Mullen.
- 5.14.4. Option B, the baseline offers the fastest route for southern arrivals to RWY 08, traffic is routed via the THRED waypoint.

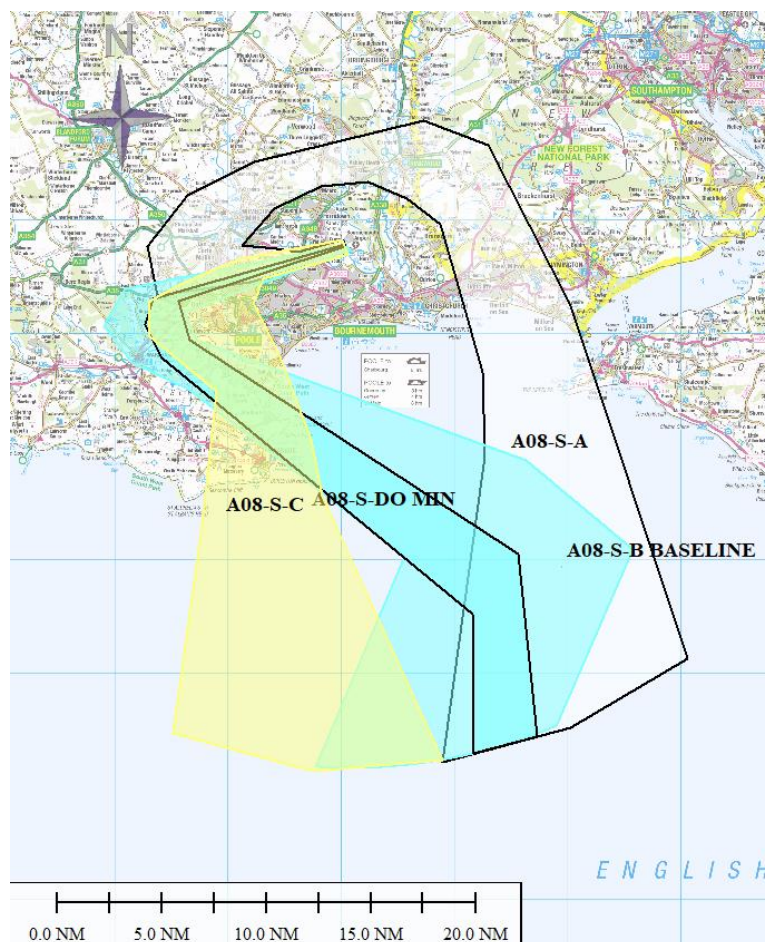


Figure 56 - Map of South Design Envelope over OS map

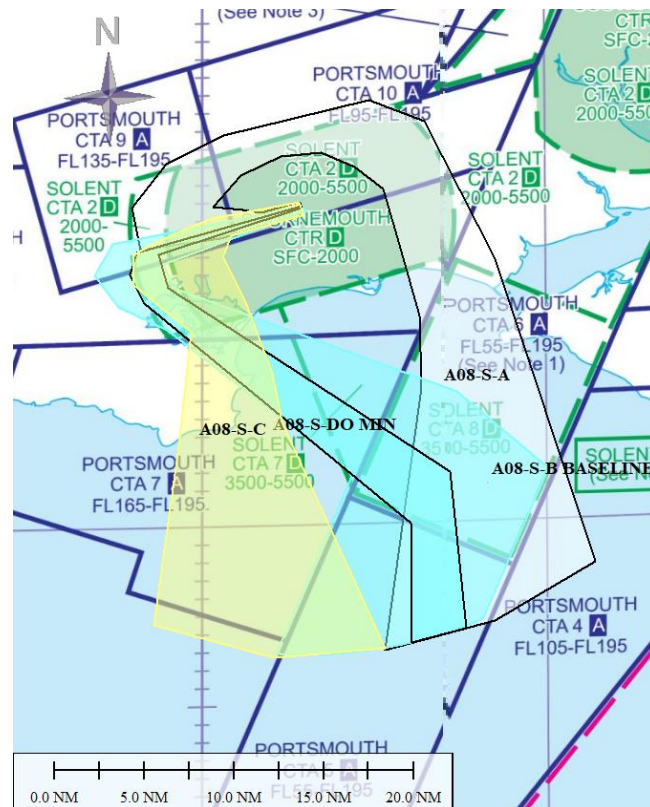


Figure 57 - Map of South design Envelope over ENR Chart

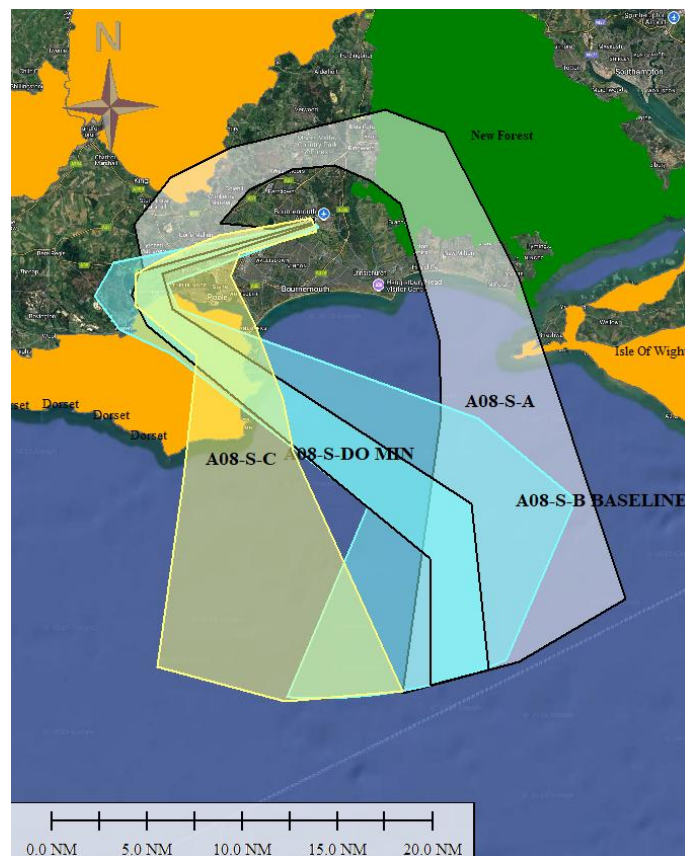


Figure 58 - Map of South Design Envelope over Google Earth showing AONB and National Park.

5.15. Departures RWY 26 All options

- 5.15.1. The Runway 26 departure envelopes, developed through the process outlined in Section 4.2, have been reviewed and confirmed through the 2025 engagement. Four envelopes, East, South, Northeast, and Northwest, continue to be retained at this stage. The East and South envelopes represent the predominant departure flows observed in practice, while the Northeast and Northwest envelopes remain for completeness. The baselines for the Northwest envelope were removed in 2023 due to low utilisation, but the design area itself has been maintained for contextual assessment.
- 5.15.2. The 2025 reassessment, using the 2023 NTK dataset, confirmed the validity of the envelope structure. Only minor refinements were made to improve accuracy and containment, and Do-Minimum options were added within the active envelopes to illustrate RNAV departures consistent with current operations.

North and West	East	South
D26-NW-A	D26-E-C Baseline	D26-S-B Baseline
D26-NW-B	D26-E-Do Minimum	D26-S-Do Minimum
D26-NW-C	D26-E-A	D26-S-A
D26-NW-D	D26-E-D	D26-S-C
D26-NW-E	D26-E-E	

Table 18 : Runway 26 Options Design Envelopes Departures

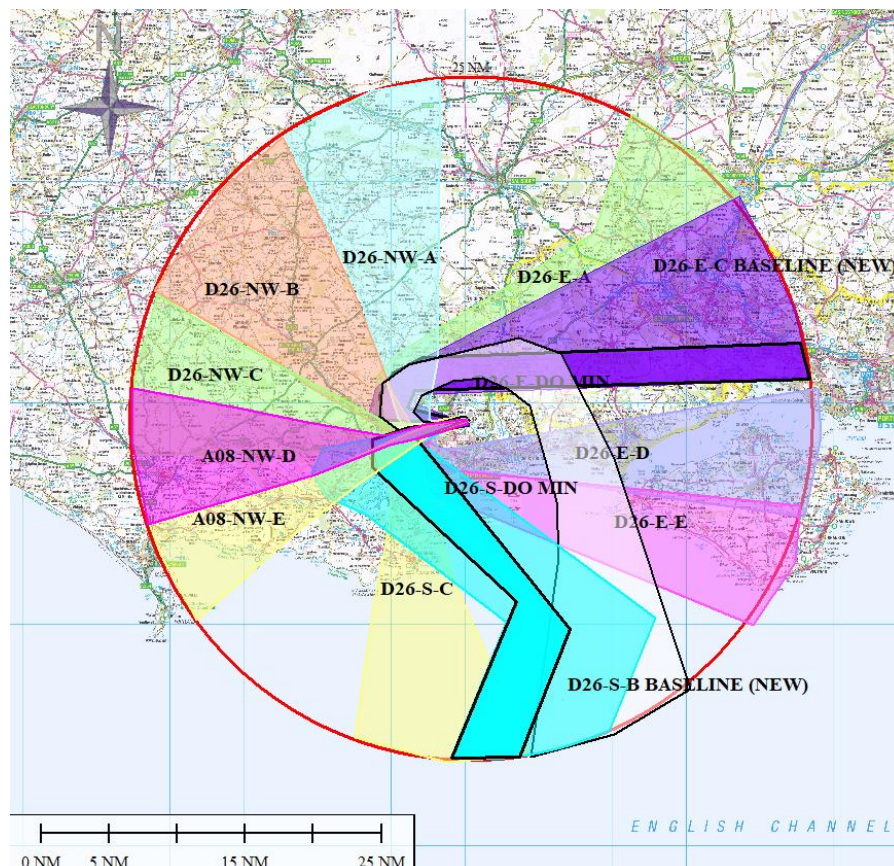


Figure 59 - All options for departures from runway 26

5.16. D26 Northwest Design Envelope

- 5.16.1. Northwest design envelope does not have a baseline and the 'do nothing' option is therefore no operation. The following images show this envelope over the OS map (Figure 60) the ENR chart (Figure 61) and over Google Earth imagery showing AONB and National Park. (Figure 62).
- 5.16.2. There are several conflicts with danger areas (DA) and areas of high traffic for this design envelope (see Figure 6 in Section 3); option E penetrates the Lulworth DA, option A Wessex DA, option B overflies Compton Abbas option D overflies Bovington DA. Bovington is activated by NOTAM and has an upper limit of 3600ft and aircraft departing Bournemouth Airport are likely to be over this height at the point of overflying Bovington. Similarly, the upper limit of Compton Abbas is 2000ft and aircraft will be over this height when departing Bournemouth Airport.
- 5.16.3. Options A-D fly over the AONB Cranbourne Chase and West Wiltshire Downs, and options D and E overfly Dorset AONB (Figure 62).

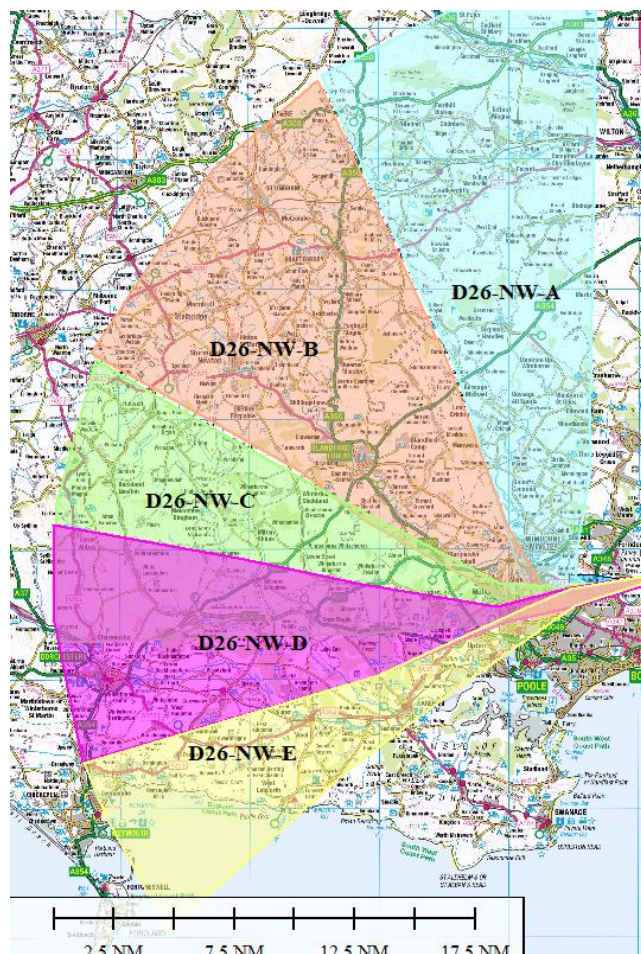


Figure 60 - Map of Northwest Design Envelope over OS map

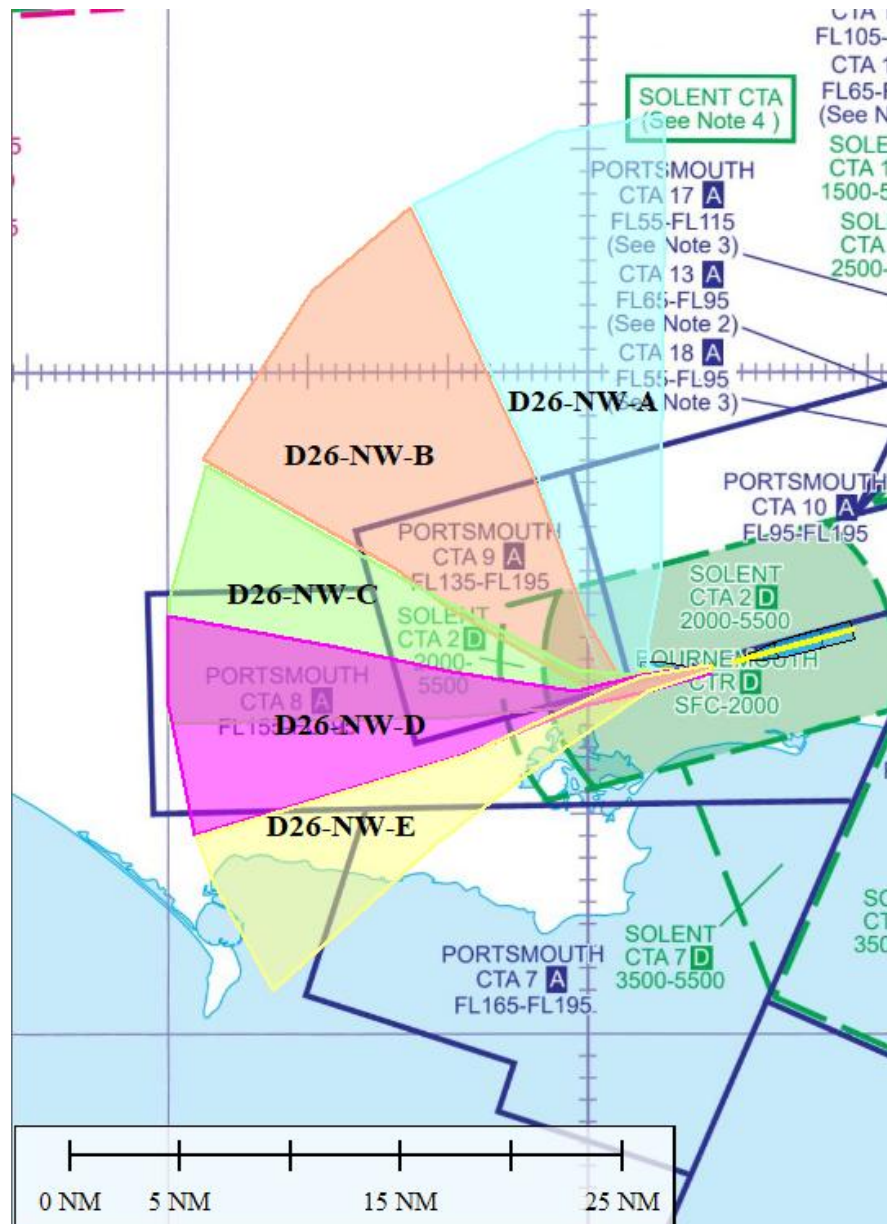


Figure 61 - Map of Northwest Design Envelope over ENR chart

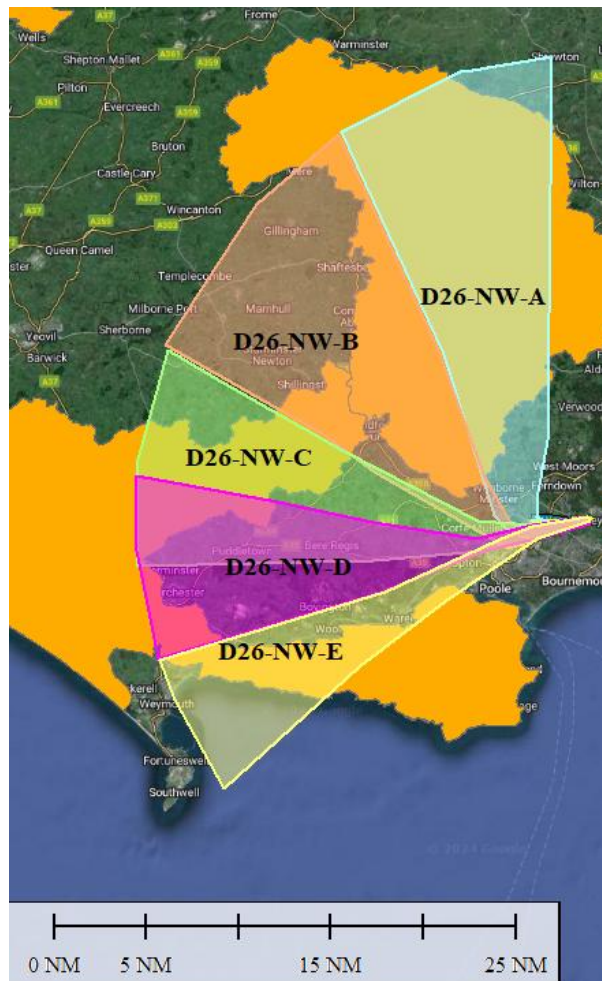


Figure 62 - Map of Northwest Design Envelope over Google Earth showing AONB.

5.17. D26 East Design Envelope

- 5.17.1. Since initial engagement with stakeholders in December 2022 there is now one design envelope for the East. The previous 'Southeast A' baseline has been removed as there is no evidence of departures turning left for the southeast. New options D and E have been created; however, these are the same as the old A and B options for the Southeast. The new baseline C has been changed slightly to reflect current operations and option B (Northeast) has been removed.
- 5.17.2. All options in the East design envelope overfly the New Forest National Park, option C (the baseline overflies the greatest part. Options D and E overfly a greater number of communities with high population density, including Bournemouth, option D also overflies Christchurch.
- 5.17.2.1.1. Option E overflies the Portsmouth DA; however, this is published as having a 55000ft upper limit, aircraft are unlikely to be above this height at this point after departure from runway 26.

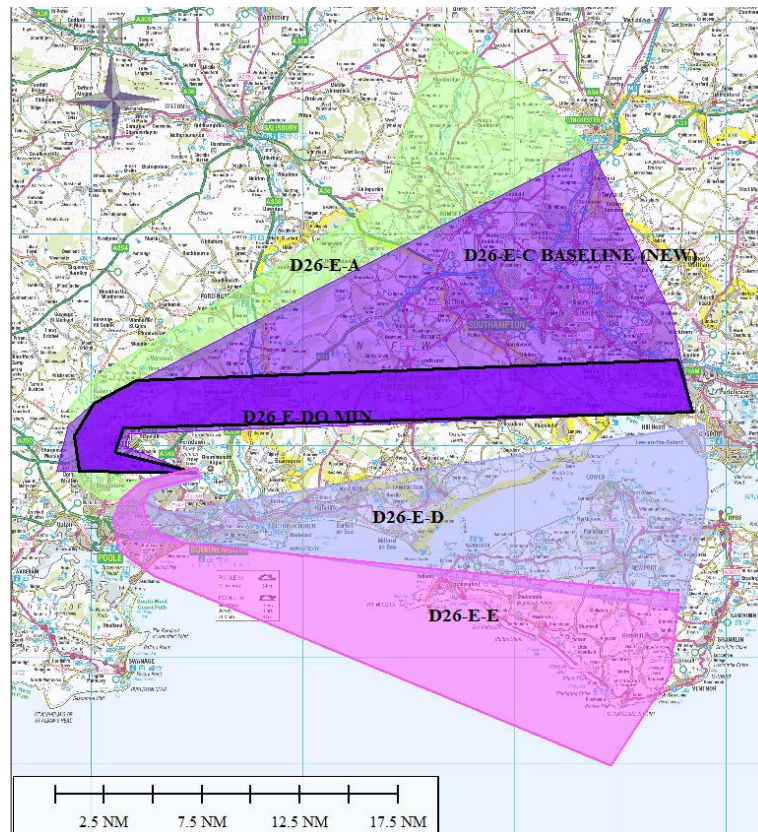


Figure 63 - Map of East Design Envelope over OS map

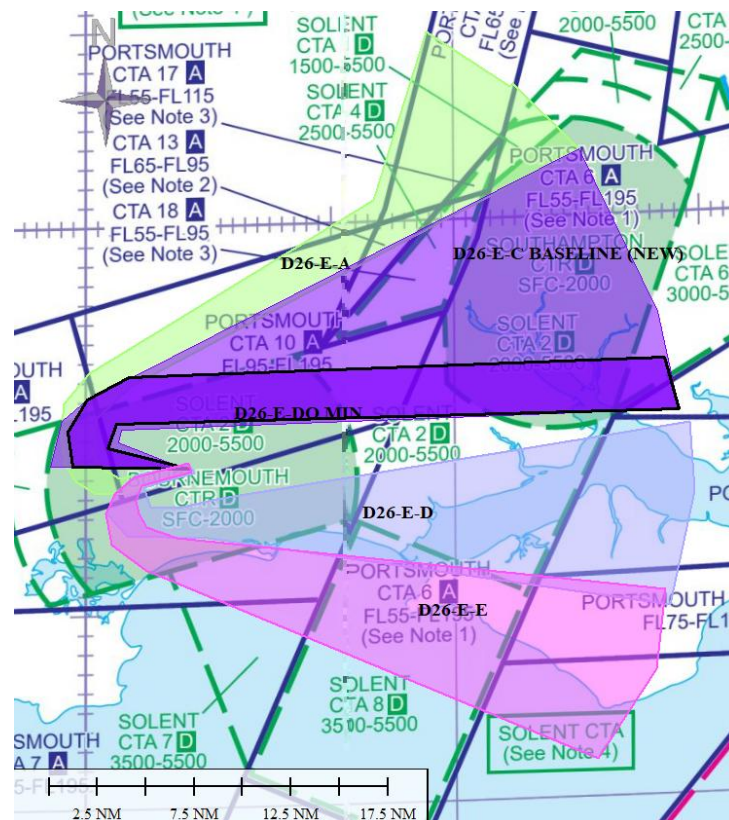


Figure 64 - Map of East Design Envelope over ENR chart

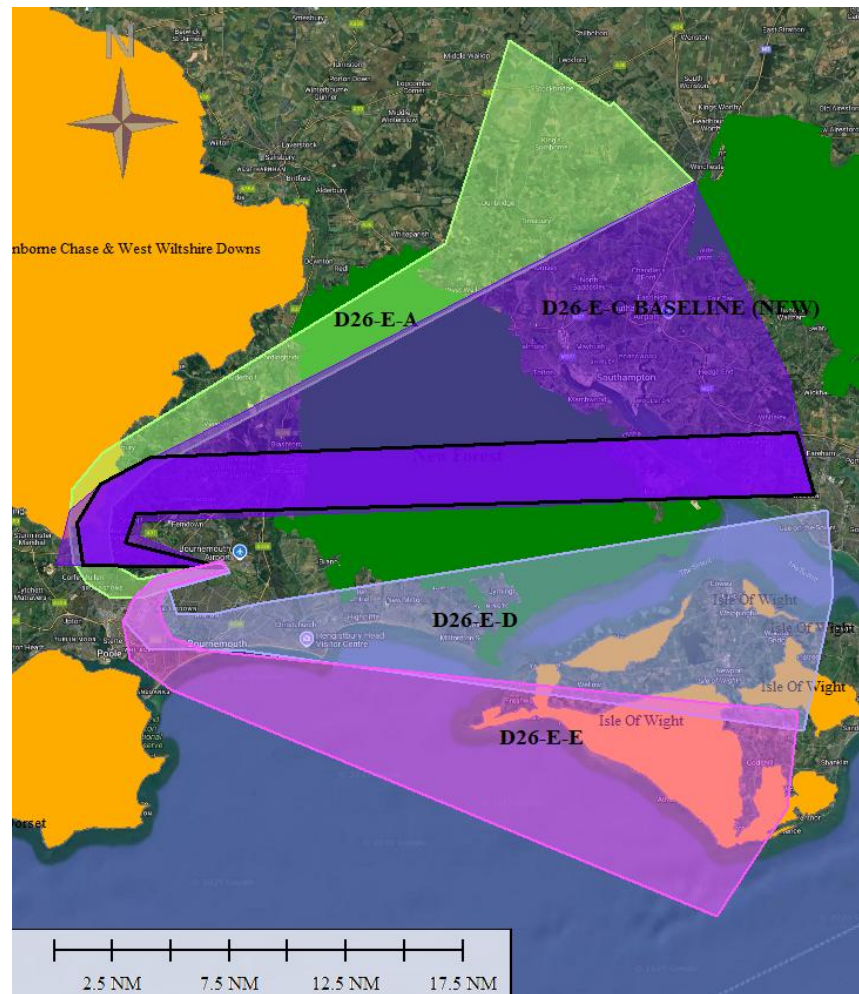


Figure 65 - Map of East Design Envelope over Google Earth showing AONB and National Park.

5.18. D26 South Design Envelope

- 5.18.1. Since engagement with stakeholders in December 2022 this design envelope has changed; options A and C remain the same. The baseline B has been redrawn to reflect current operations and procedures.
- 5.18.2. The following images show this envelope over the OS map (Figure 66) the ENR chart (Figure 67) and over Google Earth imagery showing AONB and National Park. (Figure 68).
- 5.18.3. Option A penetrates the Portsmouth DA at the eastern end, aircraft would not be above the upper limits of the DA (55000ft). Option A also is a 'wraparound' as it departs the runway to the right before turning south, this means it will further flyover the New Forest National Park, a small portion of the AONB, and more communities close to the airport, such as Wimborne Minster and Corfe Mullen.
- 5.18.4. Option B, the baseline offers the fastest route for southern departures from 08 runway, traffic is routed via the THRED waypoint.

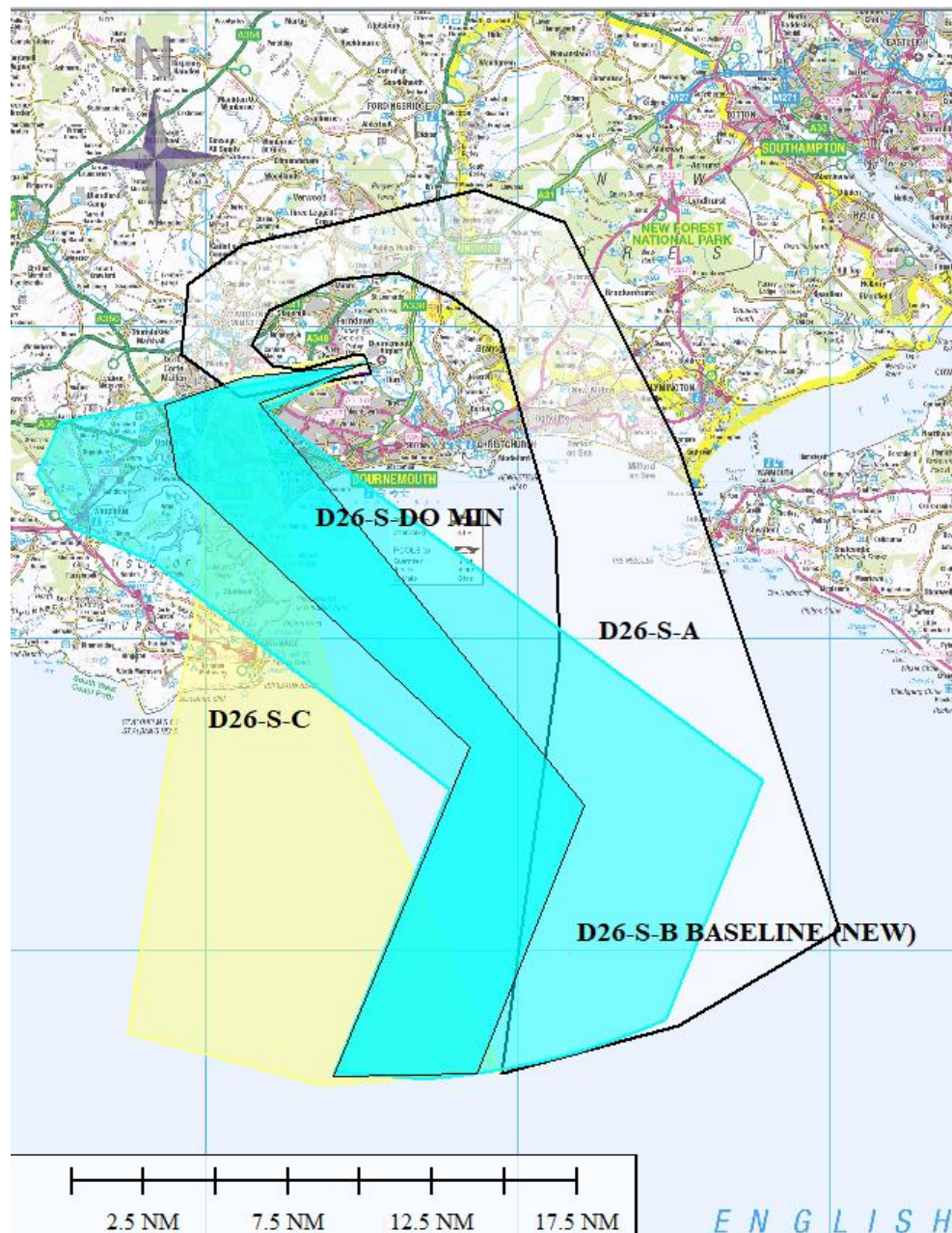


Figure 66 - Map of South Design Envelope over OS Map

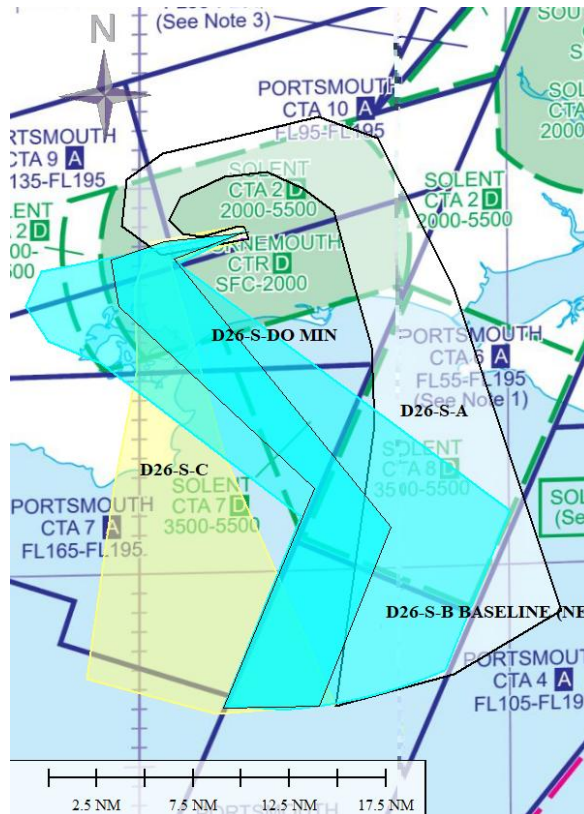


Figure 67 - Map of South Design Envelope over ENR chart

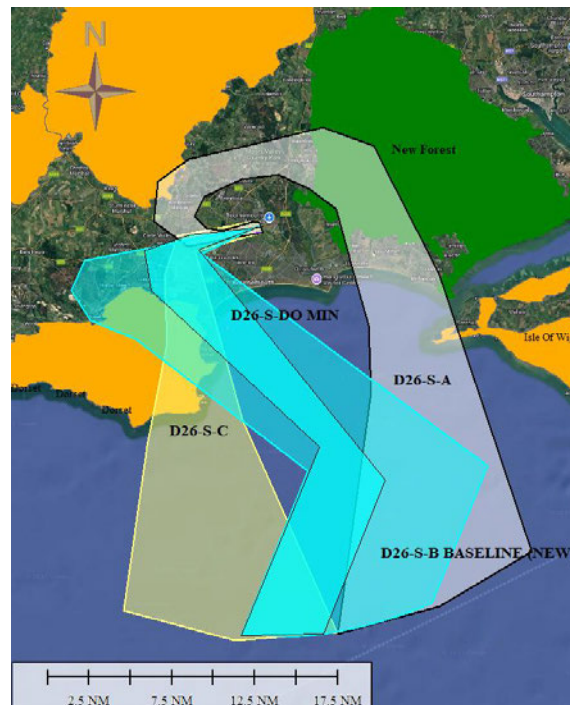


Figure 68 - Map of South Design Envelope over Google Earth showing AONBs and National Park.

5.19. Arrivals RWY 26 All options

5.19.1. The Runway 26 arrival envelopes have evolved as outlined in Section 4.2, with the 2025 version incorporating final refinements from the latest engagement. Four envelopes are retained, Northeast (NE), East-Southeast (ESE), South, and Northwest, capturing all plausible arrival corridors for Runway 26. The NE, ESE and South envelopes represent the current operational flows, while the Northwest envelope is maintained for completeness, following removal of its baseline in the 2023 review.

5.19.2. The envelopes were re-validated using the same 2023 NTK dataset and found to remain representative of actual arrival patterns. Minor adjustments were made to the ESE envelope to capture observed track dispersion, and Do-Minimum options were introduced within each envelope to depict RNAV arrivals consistent with the existing approach structure.

North and West	Northeast	East Southeast	South
A26-NW-A	A26-NE-B Baseline	A26-ESE-A Baseline	A26-S-C Baseline
A26-NW-B	A26-NE-Do Minimum	A26-ESE-Do Minimum	A26-S-Do Minimum
A26-NW-C	A26-NE-A	A26-ESE-B	A26-S-A
A26-NW-D			
A26-NW-E			

Table 19: Runway 26 Options Design Envelopes Arrivals

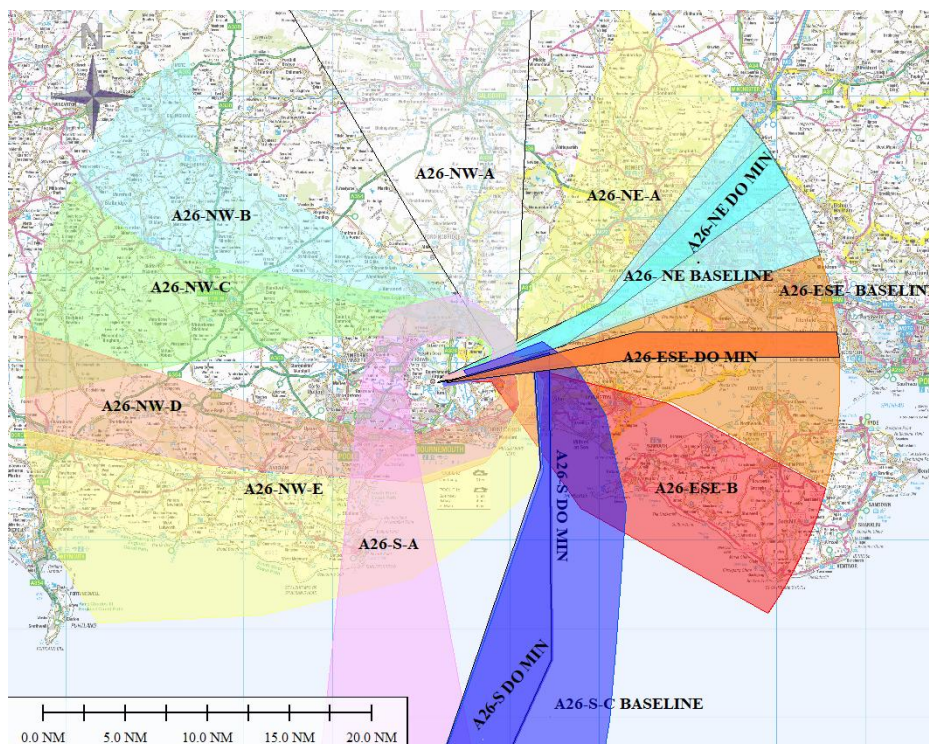


Figure 69 - All options for arrivals to runway 26

5.20. A26 Northwest Design Envelope

5.20.1. Northwest design envelope does not have a baseline and the 'do nothing' option is therefore no operation. The following images show this envelope over the OS map (Figure 70) the ENR chart (Figure 71) and over Google Earth imagery showing AONB and National Park. (Figure 72).

5.20.2. There are several conflicts with danger areas (DA) and areas of high traffic for this design envelope (see Figure 6 in Section 3); option E penetrates the Lulworth DA, option A Wessex DA, option B overflies Compton Abbas option D overflies Bovington DA. Bovington is activated by NOTAM and has an upper limit of 3600ft and aircraft departing Bournemouth Airport are likely to be over this height at the point of overflying Bovington. Similarly, the upper limit of Compton Abbas is 2000ft and aircraft will be over this height when departing Bournemouth Airport.

5.20.2.1.1. Options A-D fly over the AONB Cranbourne Chase and West Wiltshire Downs, and options D and E overfly Dorset AONB (Figure 72).



Figure 70 - Map of Northwest Design Envelope over OS map





Figure 72 - Map of Northwest Design Envelope over Google Earth with AONB and National Park

5.21. A26 Northeast Design Envelope

- 5.21.1. Since engaging with stakeholders in December 2022, the Northeast design envelope has been split into two, Northeast (this Section) and East Southeast (next Section). The original baseline for Northeast has been retained for the East-Southeast envelope and a new northeast baseline has been created to reflect current arrivals. Option C has been removed and option B for the East Southeast has been created.
- 5.21.2. Both options in this design envelope avoid AONBs, however both do fly over the New Forest National Park. The most densely populated areas include Southampton, although aircraft are likely to still be at a high altitude at this point. There are no densely populated areas close to the airport in this design envelope (Figure 75).
- 5.21.3. Option A would penetrate the easterly side of the Wessex DA.

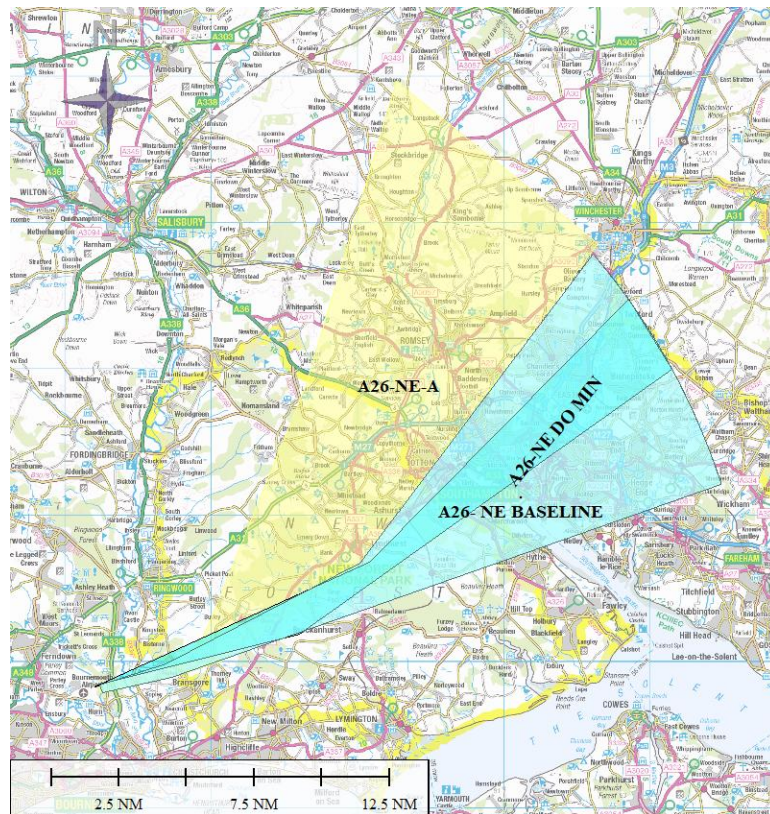


Figure 73 - Map of Northeast Design Envelope over OS map

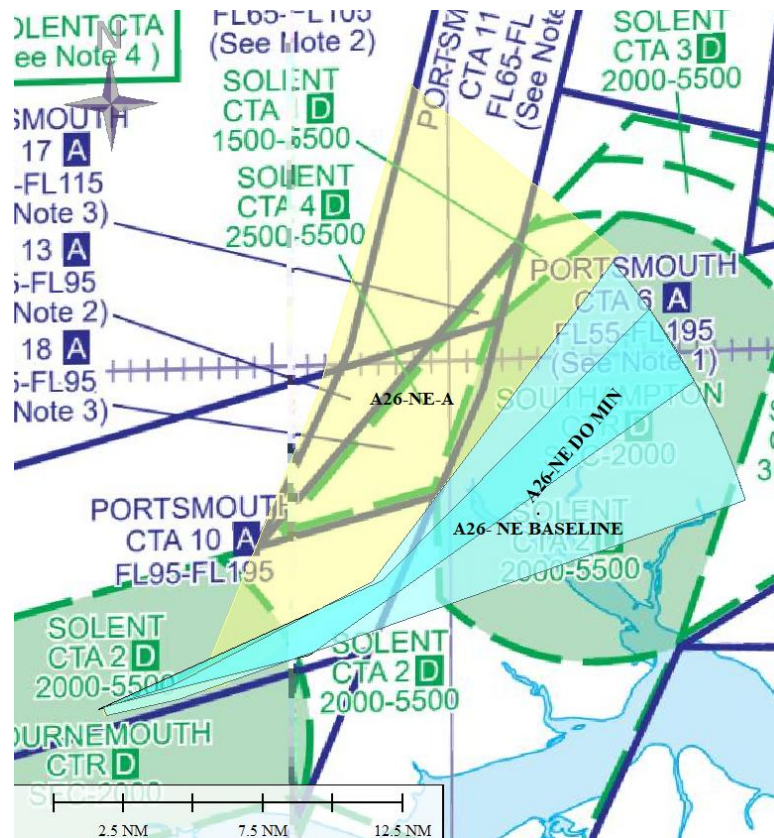


Figure 74: Map of Northeast Design Envelope over ENR chart

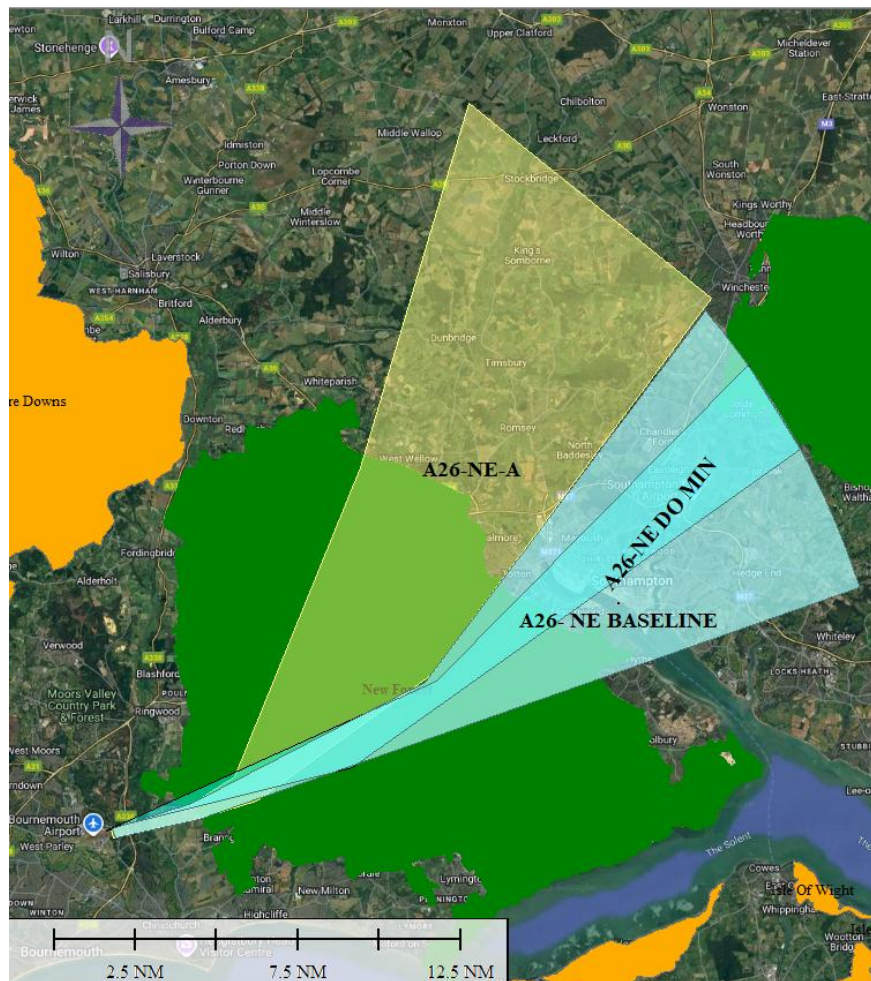


Figure 75 - Map of Northeast Design Envelope over Google Earth showing National Park.

5.22. A26 East Southeast Design Envelope

- 5.22.1. Since engaging with stakeholders in December 2022, the Northeast design envelope has been split into two, Northeast (previous Section) and East Southeast (this Section). The original baseline for Northeast has been retained for the East-Southeast envelope and a new Northeast baseline has been created to reflect current arrivals. Option C has been removed and option B for the East Southeast has been created.
- 5.22.2. Option A, the baseline, overflies the southerly Section of the National Park, option B would overfly the AONB of the Isle of Wight. Option B would newly overfly the towns of Highcliffe, New Milton and Lymington which are densely populated.
- 5.22.3. Option B overflies the Portsmouth DA; aircraft are unlikely be over the upper 55000ft limit on arrival to runway 26.

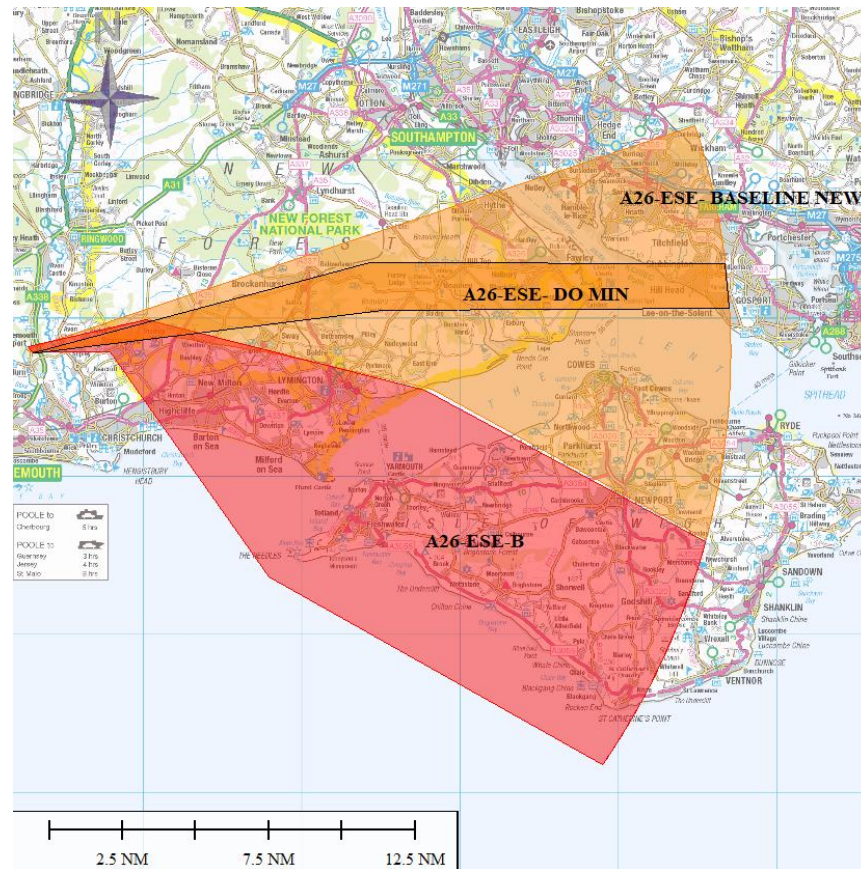


Figure 76 - Map of East-Southeast Design Envelope over OS ma

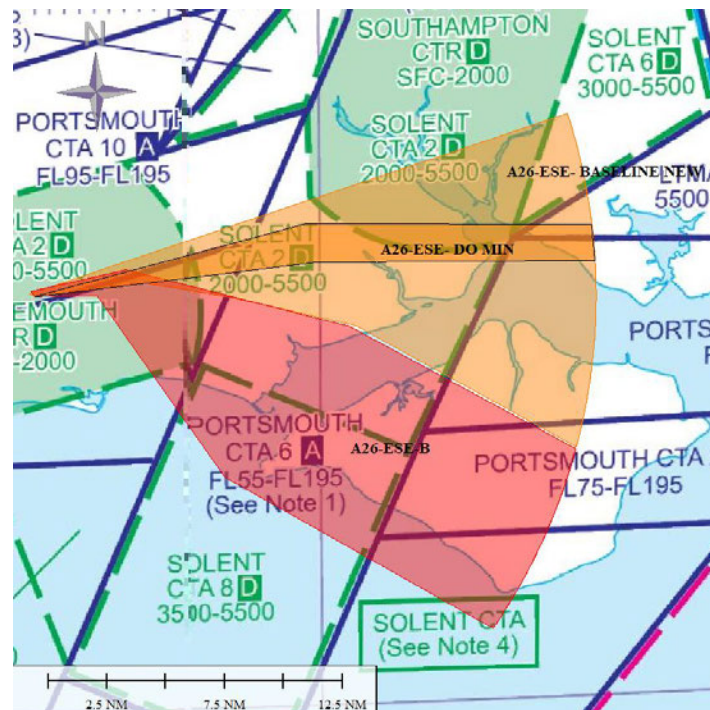


Figure 77 - Map of East-Southeast Design Envelope over ENR chart

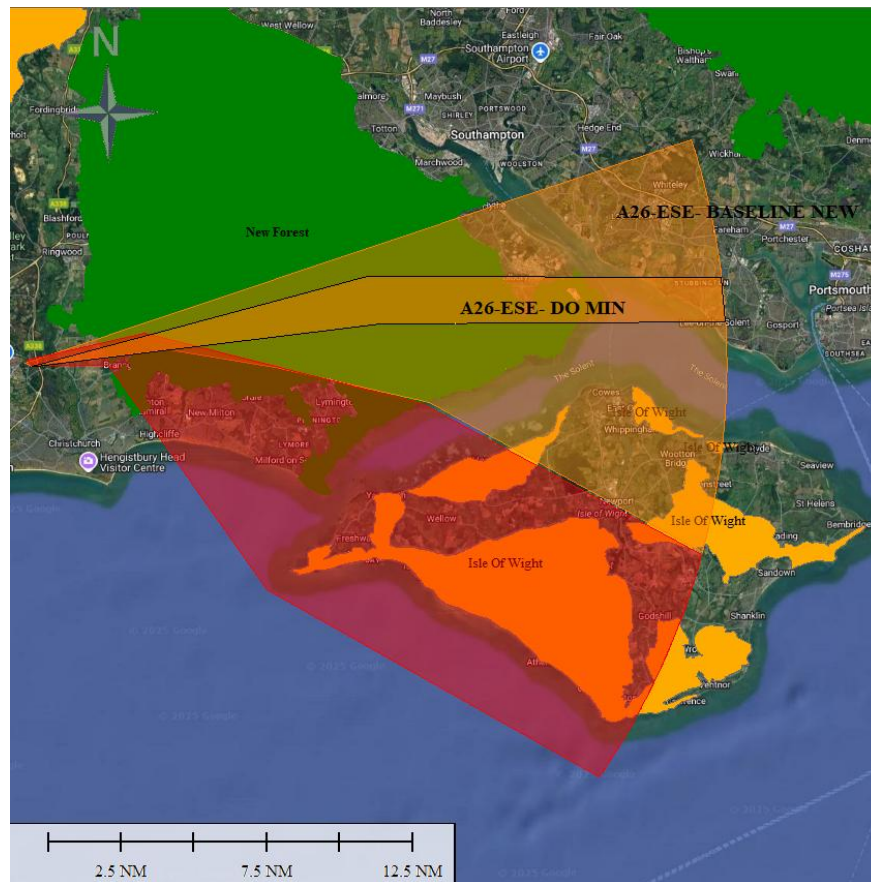


Figure 78 - Map of East-Southeast Design Envelope over Google Earth showing AONB and National Park.

5.23. A26 South Design Envelope

- 5.23.1. Since engagement with stakeholders in December 2022 this design envelope has changed; options A remains the same, option B has been removed and baseline C has been redrawn to reflect current operations and procedures and largely covers the original baseline and the removed option B.
- 5.23.2. The following images show this envelope over the OS map (Figure 79) the ENR chart (Figure 80) and over Google Earth imagery showing AONB and National Park. (Figure 81).
- 5.23.3. Option A penetrates the Lulworth DA at the eastern end, the upper limit of this DA is 15,000ft and therefore aircraft could encroach this area. This option is also a wraparound and as such will overfly more communities (Figure 81).



Figure 79 - Map of South Design Envelope over OS map

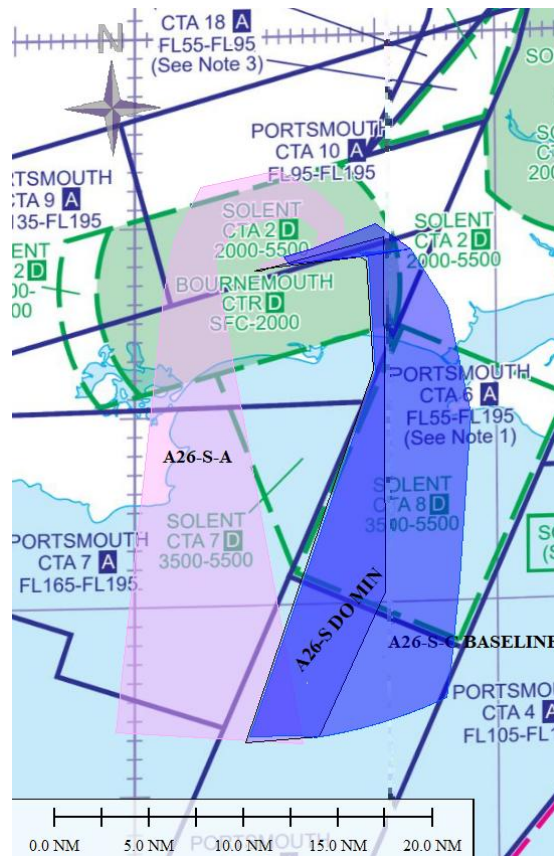


Figure 80 - Map of South Design Envelope over ENR chart



Figure 81 - Map of South Design Envelope over Google Earth showing AONB and National Park.

6. Stakeholder Engagement

6.1. Overview

6.1.1. This section provides a detailed account of the stakeholder engagement activities undertaken during Step 2a, including workshops, surveys, and information sessions. It summarises participation, feedback themes, and how this input informed the Options Development and Design Principle Evaluation.

6.1.2. This Section also aims to:

- Provide evidence that engagement with stakeholders has created a good understanding of the options development process, including the need for the options to be aligned with the DPs in a fair, consistent and inclusive manner.
- Demonstrate how the stakeholder engagement conducted by Bournemouth Airport and the feedback received has helped to influence the options development process and furthermore, influence the Design Principle Evaluation.

6.2. Pre-Engagement Activities

6.2.1. A desktop stakeholder mapping exercise was conducted to identify stakeholders that are affected by Bournemouth Airport's current operations and those that may be affected by any changes regarding this ACP. Stakeholders' details were recorded, such as name, organisation, and contact information; this information is securely stored in line with General Data Protection Regulation (GDPR). Stakeholder details were sorted into the following categories:

- Local councils
- Airport Consultative Committee Members
- Environmental and cultural heritage organisations
- Technical stakeholders, such as airports, airlines, NATS En-Route (NERL), military
- Local aviation representatives
- National Air Traffic Management Advisory Committee
- Other relevant stakeholders.

6.2.2. The full stakeholder list can be found in Annex B.

6.2.3. This mapping exercise built upon the stakeholder record created in Stage 1b and was updated to ensure continuity of representation. This was further updated in October 2025 to include missing LTMA airports at the request of the CAA. A record of all identified organisations, sector codes and individual codes is presented in Section 2.9 (Table 6 and Table 7).

6.3. Workshops, Information Sessions, and Surveys

6.3.1. These activities represented the practical delivery of the engagement methodology described in Section 2.9, combining interactive workshops, briefing-style information

sessions, and structured surveys to ensure all stakeholders had the opportunity to receive information, discuss proposals, and provide recorded feedback.

Stakeholder Workshops (December 2022)

6.3.2. Two Stakeholder Workshops were held (morning and afternoon) at Bournemouth Airport, with options for both in-person and online attendance. Owing to technical difficulties, a supplementary online event was arranged shortly afterwards to ensure equal access to information.

6.3.3. Twenty-one individuals representing 17 organisations participated.

- Local communities: Burley Parish Council, Broadstone Forum, Bournemouth Christchurch and Poole (BCP) Council, Ferndown Town Council and Longham Residents Association.
- Community and business sectors: Bournemouth University and Bournemouth Chamber of Trade & Commerce.
- Environmental and heritage bodies: New Forest National Park Authority and the National Trust.
- Technical stakeholders: NATS (NERL), Trax (Southampton), Southampton Airport and Draken EU.
- Military: Royal Air Force representatives.

6.3.4. To maximise the quality of discussion, participants were divided into *technical* and *non-technical* groups. Both received identical presentations outlining:

- the airspace-change objectives and Stage 2 timeline;
- the comprehensive list of options and initial RAG assessments;
- the Design Principles developed in Stage 1; and
- how feedback would feed into the DPE.

6.3.5. The presentation ("Bournemouth Airport Stakeholder Workshop Stage 2a Presentation") remains available on the CAA ACP Portal.

Online Survey – 28 November to 12 December 2022

6.3.6. Following the workshops, an online survey was circulated to all invited stakeholders. The survey reproduced the workshop material and asked respondents to:

- indicate agreement (Yes / No / Other) with the application of each DP to each option; and
- provide free-text comments with references to specific DPs where relevant.

6.3.7. Quantitative and qualitative analysis of responses was undertaken and used to adjust the preliminary DPE ratings prior to publication in Section 6.

November 2023 Information Session

6.3.8. When the baseline assessments were re-evaluated, a further round of engagement was carried out. An updated presentation and supporting information document were issued on 1 November 2023, followed by an online information session on 17 November 2023. Stakeholders were invited to submit feedback via survey or email up to 23 November 2023.

July 2024 Update on Assessment Criteria

- 6.3.9. Stakeholders were advised of changes to the Design Principle Evaluation criteria following CAA feedback to another sponsor. The revised criteria, now assessing directly against the wording of each DP rather than the baseline, were shared and stakeholders invited to comment.

October 2025 Baseline and Do-Minimum Update

- 6.3.10. A further engagement round was conducted in October 2025 to introduce the Do-Nothing Baseline (representing current operations) and the Do-Minimum Option, a refinement of the baseline incorporating RNAV procedures. An updated presentation and one supporting document (“Introduction of Do-Minimum Options and Baseline Changes for Bournemouth Airport” and “Supplementary Information Document – Design Principle Evaluation (DPE)”) were circulated to all stakeholders with a response deadline of 28 October 2025. This round ensured stakeholders remained fully informed of changes to the baseline context before the Stage 3 gateway.
- 6.3.11. In addition to written feedback, an online drop-in information session was held on 27 October 2025. The session served as an open Q&A forum before the Stage 2 Gateway submission, enabling stakeholders to clarify any remaining questions. Attendees included representatives from Skyborn Flight Training (a new operator at Bournemouth) and NATS / Southampton. No new issues were raised; the discussion largely reiterated information already provided and confirmed that email feedback from key stakeholders (NATS, AGS Airports (representing Southampton Airport), New Forest NPA) had been incorporated. Skyborn was subsequently added to the stakeholder list for future engagement. A subsequent email from DAATM has been incorporated into the stakeholder feedback record; however, it does not affect any of the current assessments.

6.4. Feedback

- 6.4.1. Feedback from both technical and non-technical stakeholders was constructive and demonstrated a strong understanding of the design process. Key themes included:
- Safety (DP1) – general agreement that the proposed swathes maintain or enhance current safety levels; specific requests for clarity on wide-body manoeuvring requirements.
 - Overflight and Noise (DP2–DP3) – continued emphasis on minimising new overflight of communities and protecting tranquil areas within the New Forest National Park and Cranborne Chase AONB.
 - Tranquillity (DP4) – recommendations to better acknowledge the New Forest National Park’s Tranquillity Mapping (2020) data; this has been incorporated into qualitative assessments.
 - Airspace Integration and Complexity (DP6–DP9) – requests to clarify interaction with Southampton routes and military Danger Areas; responses provided in Section 6.
 - Fuel Efficiency and Emissions (DP5, DP11) – support for minimising track miles and encouraging continuous descent operations.
 - Policy Alignment (DP12–DP13) – positive feedback that the options align with the Airspace Modernisation Strategy and benefit from Performance-Based Navigation (PBN).
- 6.4.2. Quantitatively, the majority of survey responses supported the airport’s interpretation of the Design Principles. Qualitative comments provided valuable refinements that were

incorporated into the final DPE tables in Section 6. Detailed verbatim comments and responses are presented within each design-envelope sub-section of the DPE.

- 6.4.3. The Survey questions related to the baselines and design options for each runway and orientation. Details of the engagement activities can be found in Section 2.9.
- 6.4.4. Where participants did not agree that the DP had been correctly applied, they were asked to provide the reason along with the DP number. These responses can be found in the feedback tables in each section along with the response from Bournemouth Airport.
- 6.4.5. In the first round of engagement there were three responses from the Aviation sector (AV), one from the Military (MI), one representing an environmental organisation (EB), one from General Aviation (GA) and the final respondent (by email) was a neighbouring airport (AP).
- 6.4.6. For the second, a total of nine responses from Local Council (LC), Local Organisation/business (LO), Environmental bodies (EB), Aviation sector (AV) and a further response from a neighbouring airport stating that they had no further comments from the first engagement. One response was discounted as no information was given except to answer yes to the question 'would you like to attend the information session?'. A further response was a duplicate; this was from a local council who completed the survey again upon receipt of further information regarding their locality, provided by the ACP consultant. There were therefore seven useful responses.
- 6.4.7. In the first round of engagement two general questions were posed at the beginning of the survey:
- Do you agree with our options development approach? and;
 - Do you think we have captured all of the available options at this Stage of the process?
- 6.4.8. Of the six respondents five agreed with the first question and EB05 commented 'The 'Options Development Consideration' currently makes no reference to the statutory duty on the CAA to consider impacts on the National Park'. Bournemouth airport agree and have included mention of the National Park (NP) where relevant.
- 6.4.9. Four responded with 'yes' for the second question, one left the field blank and AV03 responded '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?' Bournemouth airport has responded stating at this stage in the process both options are a possibility. Depending on the outcome of the evaluations, it may be necessary to have more than one route option from the East and South Easterly direction in order to satisfy demand for aircraft arriving from the north, via SAM or arriving from the east, along the south coast. Alternatively, a more central route that would satisfy both requirements would be considered.
- 6.4.10. In the second round of engagement, the general question was: Do you agree with the new baselines and the removal of the North West baseline? For Departures 08 of the eight respondents, seven agreed, 1 replied TBC; this stakeholder replied TBC to all questions and therefore feedback removed from the table. No further feedback was received from this

stakeholder for the second round. For Departures 26 6 agreed and one did not (AV12) and had further comment, however this comment seems to be about other baseline designs rather than the removal of the NW baselines (see 6.4.11). For Arrivals 08, 6 agreed and one disagreed (EB14), however the comment is regarding the NE baseline and not the removal of the NE baselines. For Arrivals 26 6 agreed and one disagreed (EB14) however did not comment they disagreed with.

- 6.4.11. AV12 commented *'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'*. BOH developed the baselines further between engagements and have expanded the baseline swathes to better cover the tracks flown (see Section 5.2.9).
- 6.4.12. In addition to the feedback via the surveys, Bournemouth Airport received emails from Southampton Airport in response to both engagement rounds. The feedback from the first round is included in the tables where relevant for the options. The email from the second round stated, 'We have no feedback different to last time but once you are in Stage 3 let's work closely together to understand what your proposed route centrelines, CAS and operating procedures will look like to ensure both airports can operate as independently as possible from one another.'
- 6.4.13. A further response was received from Natural England however the letter stated, *'Natural England is not able to fully assess the potential impacts of this proposal on statutory nature conservation sites or protected landscapes or, provide detailed advice on the application'* and further that it is for the local authority to determine if the proposed changes impact environmental policies.
- 6.4.14. A representative of the Cranborne Chase Area of Outstanding Natural Beauty (CCAONB) sent an email in addition to completing the survey stating that the proposed removal of the northwest design envelope would be welcome as it would avoid overflight of the CCAONB. They further questioned the departures and arrivals in the northeast and offered only partial support if these impact the southeasterly section of the AONB.
- 6.4.15. One stakeholder, a representative of a town council responded by saying they had had no feedback from the survey, and they felt there was insufficient time for this. They also stated that as their town is *'very much on edge of envelope relating to questions'* that this may be the reason for no engagement.
- 6.4.16. NERL provided additional feedback in addition to completing the survey. This included highlighting the importance of the NPs, addressed above. Comments were made regarding the map resolutions in the presentation. This has been resolved where possible in this document. Further comments related to track lengths, NERL suggested that these should be adjusted to show 4000ft and 7000ft estimates for swathes, rather than just circles from the airport. Bournemouth Airport feel that as they are swathes, and as such tracks may be placed anywhere with a swathe, that circles gave a rough estimate of where aircraft may be at each circle. This will be more accurately portrayed at Stage 3 when routes have been defined. Two questions regarding potential errors, Bournemouth Airport confirms that these are not errors; the arrivals for one runway mirror closely the departures from the other.
- 6.4.17. Bournemouth Airport shared a link to NERLs stakeholder engagement representing connectivity to the en route network. NERL subsequently asked for this to be removed as it

- was not public and may change. Bournemouth Airport removed the link in the supporting documentation.
- 6.4.18. The National Trust was unable to make the information session and requested further information which was provided in addition to a link to the recording of the session.
- 6.4.19. Feedback was received in the third engagement round via email from four stakeholders, detailed below and in relevant DPE sections. A further two attended the drop in online information sessions.
- 6.4.20. General feedback from NERL (AV16) in the third engagement round was sent via email. They noted that BOH hadn't explicitly stated that the track data was for departure or arrival tracks (and not both), BOH confirm that the tracks were either departures or arrivals where relevant. NERL further commented that it would be easier for the reader if the tracks were displayed for the radar data pertaining to the area under discussion only, BOH agree however have limited resources to achieve this.
- 6.4.21. The New Forest National Park Authority (EB18) welcomed the additional information provided and the opportunity for continued engagement on the Bournemouth Airport ACP. They emphasised the importance of protecting tranquillity within the National Park, one of its defining special qualities, and referenced the strengthened legal duty under Section 245 of the Levelling Up and Regeneration Act 2023, requiring relevant bodies, including the CAA, to further National Park purposes. NFNPA agreed with the DPE's assessment of options that increase overflight and reduce tranquillity, particularly for D08-NE-A, A26-NE-A, A08-NE-A, and D26-E-A, while noting that D08-S-A could lessen impacts on the Park but increase overflight of populated areas. The Authority also highlighted recent community concerns from Brockenhurst regarding increased overflight and encouraged the airport to use this process to explore mitigation measures and long-term clarity for affected communities.
- 6.4.22. The National Trust (LO21) welcomed the opportunity to comment on the updated Bournemouth Airport ACP, focusing on potential impacts to National Trust landholdings and designated landscapes across Dorset, Hampshire, and the Isle of Wight. The Trust noted that several arrival envelopes, including A08-SE-Do-Min, A08-NE-A, A08-NE-Do-Min, and A08-S-C, would overfly or pass close to sensitive National Trust sites such as Newtown National Nature Reserve (Isle of Wight), Mottisfont Abbey and Bramshaw Common (Hampshire), Kingston Lacy Estate and Holt Heath (Dorset), and Brownsea Island and the Studland Peninsula within the Dorset National Landscape (AONB) and Jurassic Coast World Heritage Site. The Trust highlighted potential adverse effects on tranquillity, biodiversity, and the enjoyment of heritage assets, and recommended that these be carefully considered in future assessments. It also emphasised that the DPs should take account of future flight projections and include nature-based impacts such as light and noise, while referencing the strengthened statutory duty under Section 246 of the Levelling Up and Regeneration Act 2023, requiring relevant authorities to "seek to further" the purposes of protected landscapes including the New Forest National Park and surrounding National Landscapes (AONBs).
- 6.4.23. London Stansted Airport sent an email stating that they had no further comments.
- 6.4.24. BOH received a late response from Danger Area Air Traffic Management (DAATUM) stating that MOD) expects the proposed changes to have minimal impact on MOD airspace users

based on the current information. However, any future alterations to the dimensions of the CTZ or CTAs could potentially affect MOD operations, depending on the extent of those changes.

6.4.25. Bournemouth Airport recognises that engagement is an iterative process. Lessons learned from Step 2a include:

- the benefit of separating technical and community forums to ensure focused discussion;
- the importance of early clarification of baseline assumptions; and
- the need for clear feedback channels when criteria or methodologies are amended.

6.5. Updates to DPE Following Stakeholder Engagement (October 2024)

6.5.1. Following stakeholder engagement in October 2024, a number of refinements were made to the DPE to align the qualitative statements and RAG assessments with the most current interpretation of the DPs and CAP 1616 (v4) evaluation criteria.

6.5.2. The version of the DPE shared with stakeholders at that time reflected preliminary assessments based on earlier criteria. Subsequent internal review and clarification with the CAA confirmed that certain qualitative statements required amendment to ensure consistency with the Stage 2 Gateway expectations.

6.5.3. For example, in the engagement material Option D26-E-A and DP13 (PBN) was assessed as partially met, noting that it should capitalise on the benefits of PBN but did not yet demonstrate more efficient airspace usage. In the revised DPE submitted for the Gateway, this was updated to fully met because at Stage 2 the options remain high-level and the efficiencies from PBN are expected to be realised once detailed procedure design and connectivity assessments are undertaken at Stage 3.

6.5.4. These adjustments do not represent a change in underlying stakeholder feedback but rather a clarification of how the current high-level options align with the agreed evaluation methodology. A summary table of all refinements between the stakeholder-shared and Gateway versions is provided in Section 2.11.

6.6. Updates to DPE Following Stakeholder Engagement (October 2025)

6.6.1. Following stakeholder engagement in October 2025, the project team undertook further detailed reviews of the DPE. These reviews incorporated stakeholder feedback, CAA guidance, and consistency checks.

6.6.2. As part of this iterative process, certain DPE assessments were refined to ensure they remain accurate, evidence-based, and representative of the design maturity appropriate to Stage 2. In some cases, qualitative statements or RAG assessments were updated, notably DP8 (Technical Requirements) was fully assessed for all options.

- 6.6.3. These updates reflect normal refinement of the evidence base as understanding develops through successive engagement cycles. They do not indicate a change in stakeholder position, but rather ensure that the DPE continues to present a fair, transparent, and up-to-date comparison of design options.

6.7. FASI –(S) and Masterplan Coordination

- 6.7.1. ACOGs role was introduced in Section 1 (1.7). They are an important stakeholder in this ACP. Bournemouth Airport has engaged with them and the other LTMA Airports throughout this ACP process through bilateral, monthly meetings and other regular communications. These include but are not limited to:

Meetings	Date
LTMA Technical coordination group meeting.	26.01.23
	23.03.23
	04.05.23
	25.05.23
	27.07.23
	28.09.23
	26.10.23
	23.11.23
	25.01.24
	27.06.24
ACOG FASI Programme Board.	11.07.24
	12.01.22
	16.03.22
	11.05.22
	13.07.22
	14.09.22
	16.11.22
	11.01.23
	15.03.23
	10.05.23
	19.07.23
	13.09.23
	20.03.24
	22.05.24
	17.07.24
LTMA Workshop.	28.10.21

Meetings	Date
LTMA Next Steps.	15.06.23
LTMA Programme Update.	13.07.23
LTMA Programme Co-ordination Meeting.	09.08.23
LTMA Next Steps.	16.08.23
Taking the Network to the Next Level.	27.04.23
SOU and BOH Indicative interactions technical bilateral	13.3.24
LTMA Step 3 Planning and Methodology	16.11.23
Build 6 Update Bournemouth	04.06.24
Pre Brief on Indicative interactions and activities	13.03.24
Farnborough Stage Two Engagement	04.12.23
Stakeholder Engagement - LTMA First Deployment	16.01.24
	19.01.24
LTMA Deployment Workshop 2	23.05.24
UKADS LTMA Engagement Meeting	08.08.24
LTMA Programme Coordination Group	11.08.24
	13.06.24
	09.05.24
	14.12.23

Table 20: Meetings

6.8. Stakeholder List Update

- 6.8.1. As part of the 2025 update to the Stage 2 documentation, the stakeholder list has been comprehensively reviewed and updated to ensure full alignment with CAP 1616 Appendix C and CAA expectations. During this review, it was identified that a small number of London LTMA airports had not been included in the previous Stage 2 engagement round. This omission was unintentional and resulted from earlier reliance on the FASI-S coordination forums and ACOG LTMA technical workshops to capture input from interdependent airports.
- 6.8.2. In response to CAA feedback, these airports have now been formally added to the stakeholder list, and direct engagement has been initiated to ensure that any potential interdependencies are properly considered and documented. This update ensures that all relevant aviation stakeholders, including neighbouring airports, NERL, and ACOG, are fully represented and engaged as the proposal progresses toward resubmission.

7. Design Principle Evaluation

7.1. Overview

- 7.1.1. This Section contains the Detailed Design Principle Evaluation for Bournemouth Airport's FASI(S) Airspace Change Proposal (ACP) and associated stakeholder feedback.
- 7.1.2. A detailed descriptions of the methodology and process applied to this Section can be found in Section 2.10. Section 2.10.2 provides an explanation of the Red, Amber and Green (RAG) score definitions for each DP. In this Section, each option will be assessed against these criteria.
- 7.1.3. Comparison of old and new baselines and options can be found in 'Design Options Development and Considerations' document on the [ACP Portal](#), this document was also sent to stakeholders as an aid for completing the survey feedback form in the second feedback round.
- 7.1.4. The survey textual feedback is presented in a table for each Section. The comments are copied in their entirety with responses to each comment, feedback is summarised at the end of each Section.
- 7.1.5. As three stakeholder information sessions and surveys were conducted, the feedback is presented in three corresponding tables. A third table is included only where additional feedback was received. The first information session sought feedback on each swathe within each design envelope, and this feedback is therefore presented within each option section. The second survey and information session requested feedback on each design envelope, with stakeholders invited to reference specific swathes and Design Principles (DPs) in their responses; this feedback is presented at the start of each design envelope section. The third engagement round did not include a survey, feedback for this stage was received directly via email correspondence.
- 7.1.6. Each feedback table provides comments and states the stakeholder code in the right-hand column. The explanation of these codes can be found in Section 2.9. This is to aid understanding of who made each comment, for example a comment with code beginning AV is a comment made by a member of the aviation community, comments with an EB code were made by a representative of an environmental body.
- 7.1.7. The Design Principle Evaluation (DPE) presented in this section has been undertaken with reference to the broad design envelopes described in Section 2.8. These represent indicative swathes developed to ensure all relevant geographical areas were explored and engaged upon at Stage 2, rather than fixed route alignments.
- 7.1.8. Consequently, the assessments within this section reflect the expected performance of conceptual design options at a strategic level. As detailed design progresses during Stage 3, individual procedures may be refined, merged, or subdivided within these envelopes. The DPE outcomes should therefore be interpreted as comparative evaluations between high-level design concepts, not as final assessments of detailed routes.

Post-Engagement Re-evaluation of DPE

- 7.1.9. Following stakeholder engagement in October 2024, and again during the subsequent 2025 engagement round, the project team undertook further detailed reviews of the DPE. These reviews incorporated stakeholder feedback, CAA guidance, and an updated understanding of how the design principles should be applied at this stage of the CAP 1616 process.
- 7.1.10. As part of this iterative process, certain DPE assessments were refined to ensure they remain accurate, evidence-based, and representative of the design maturity appropriate to Stage 2. In some cases, qualitative statements or RAG assessments were updated where additional analysis, new stakeholder input, or clarification of design intent highlighted that the original interpretation was either overly cautious or did not fully account for the likely benefits or constraints identified through continuing engagement.
- 7.1.11. These updates reflect normal refinement of the evidence base as understanding develops through successive engagement cycles. They do not indicate a change in stakeholder position, but rather ensure that the DPE continues to present a fair, transparent, and up-to-date comparison of design options.

7.2. Northwest Design Envelope Departures 08

- 7.2.1. The Northwest design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the revised baselines and newly introduced Do-Minimum options, as the baselines were removed and no Do Minimum options introduced for this design envelope, no feedback was sought or received.
- 7.2.2. Following the DPE for each Design Envelope, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

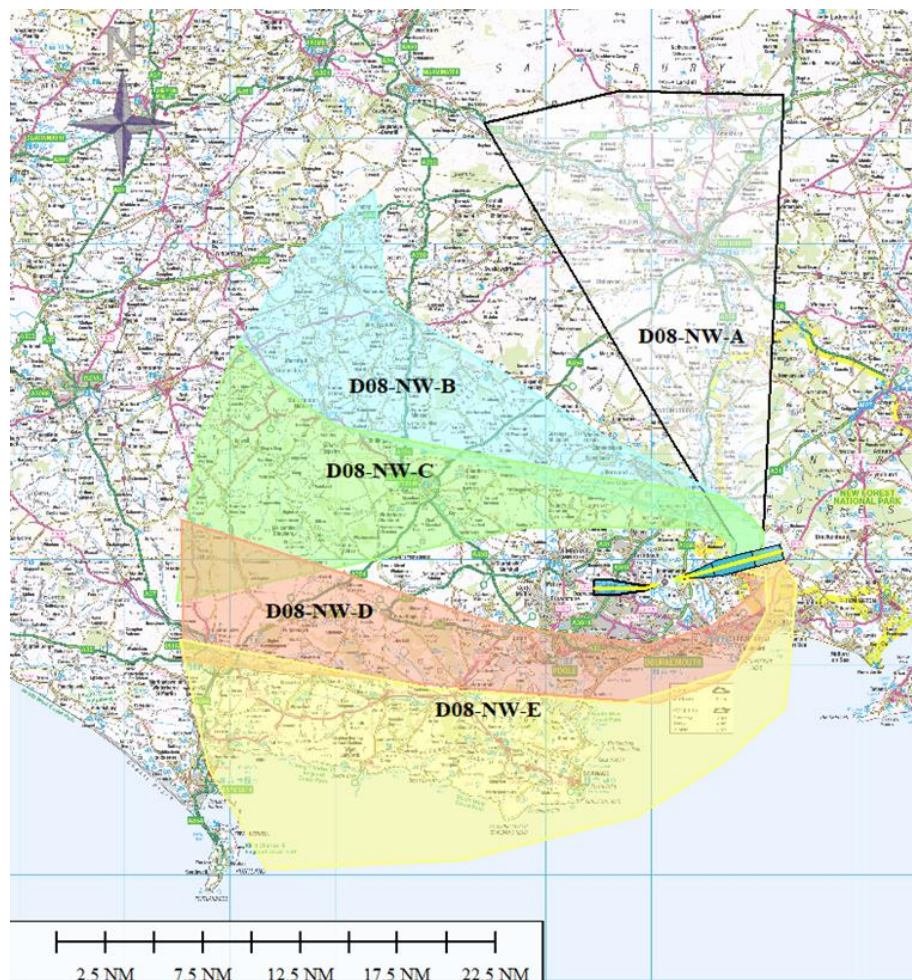


Figure 82: Northwest Design Envelope – 08 Departures

- 7.2.3. The questions posed for the North West design envelope in the second round were as follows:
1. Do you have any comments about the options?

2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
<p>1. A, B and C impact on CCAONB.</p> <p>2. The AONB overfly appears correct.</p>	<p>BOH acknowledges the comments regarding the potential overflight of the CCAONB. Options A, B, and C have been assessed accordingly (all Amber) for DP4 (Tranquillity), to reflect their potential impact on the AONB's tranquillity and landscape character. The assessment of overflight within this area is considered accurate, and further detailed appraisal will be undertaken at Stage 3 once route centrelines are defined to ensure any potential effects on the AONB are minimised.</p>	EB08
<p>1 None.</p> <p>2 Yes.</p>	Noted	LO11
<p>1. Swathes D and E would require additional CAS. Swathes A-C would require additional CAS and the use of FUA. DA activity may also apply to swathe B.</p> <p>2. DA activity may also apply to swathe B.</p>	<p>1. BOH agrees, and this consideration has been incorporated into the assessments. Option D has been assessed as Amber and Option E as Red for DP6 (Airspace Dimensions), reflecting the relative scale and volume of new controlled airspace anticipated under each option.</p> <p>2. The northern edge of Option B may interact with the Danger Area; however, the option has been assessed as Amber in DP1 (Safety), as alternative route placements are available within the swathe, and aircraft are expected to be operating above 7,000 ft AMSL at this point, thereby reducing potential interaction and operational impact.</p>	AV12
<p>1. No Comments.</p> <p>2. Yes</p>	Noted	EB14

Comment	Response	Stakeholder
<p>1. 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.</p> <p>2. Yes, but wouldn't B and C also require more CAS to contain?</p>	<p>1. All swathes within the NW DE are assessed as Red or Amber for DP6 (Airspace Dimensions), to reflect the potential increase in controlled airspace and associated constraints. Further coordination with the MOD and NERL will take place at Stage 3 when route centrelines and containment requirements are defined.</p> <p>2. Both swathes have been assessed as Amber for DP6, reflecting the need for further coordination with MOD and NERL during Stage 3 when containment and route design are refined.</p>	MI13
<p>1. Although there is no NW baseline proposal now, ATC will use this area as and when during certain time periods.</p> <p>2. Yes.</p>	<p>Yes, this remains a possibility, as it reflects the current operational situation where ATC may utilise the North-West area as required under existing procedures.</p>	LC09

Table 21: Stakeholder Feedback Northwest Design Envelope – November 2023

- 7.2.4. Feedback from the Stakeholder Safety Assurance meeting for the Northwest was as follows: from a network perspective there is no connectivity, and the proximity to the SUAs presents a challenge. There is currently no driver from the en-route environment to progress these options, and stakeholders noted there would be very little consequence to the wider network if the Northwest options were not taken forward.

7.2.5. Option D08-NW-A

Survey Question

'Runway 08 – Northwest

Do you think we have correctly applied the Design Principles to swathe **08-NW-A**?

Three stakeholders answered no, two yes and EB05 provided an explanation, see table.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01

Comment	Response	Stakeholder
No; DP11 extra track miles departing west.	BOH agrees. The assessment is considered appropriate, and DP11 is assessed as Red as the option involves additional track miles when departing west, meaning fuel efficiency is not optimised due to the indirect routing.	AV02
No; DP6 There is currently no connectivity to the route network in this direction.	BOH agrees. DP6 (Airspace Dimensions) is assessed as Red, as additional controlled airspace and amendments to the current Flexible Use of Airspace (FUA) would be required with this option, potentially impacting current GA traffic. DP7 (Airspace Complexity) is assessed as Amber, reflecting that this option would increase complexity due to the current lack of connectivity to the route network in this direction.	AV03
Yes	Noted	MI04
The assessment of Runway 08 Northwest 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 of the National Park includes some of the most tranquil areas of the New Forest National Park – see Tranquillity Mapping at Tranquillity mapping - New Forest National Park Authority (newforestnpa.gov.uk) – where impacts would be more noticeable.	The assessment remains Amber for DP4 (Tranquillity), to reflect overflight of tranquil areas, the NP has been included in the qualitative assessment description.	EB05

Comment	Response	Stakeholder
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.	DP6 (Airspace Dimensions) is assessed as Red for Option A, as this option would require additional controlled airspace in areas that could adversely impact existing GA traffic.	GA06

Table 22: Stakeholder Feedback Northwest Design Envelope -Swathe A - December 2022

Full Design Principle Assessment

D08-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as not met as depending on final track placement, this option could see penetration of danger areas EG D122. Additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown, although the area to the north of the airport is much less densely populated than the area to the south.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				

D08-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as not met as additional controlled airspace and amendments to the current FUA would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as this option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				

D08-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 23: Option D08-NW-A DP Assessment

7.2.6. Option D08-NW-B

Survey Question

‘Runway 08 – Northwest

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 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01

Comment	Response	Stakeholder
No; DP11 extra track miles west;	BOH acknowledges the assessment. Fuel efficiency for this option is considered optimal; however, it is recognised that some impact on local communities remains. The Amber classification for DP11 (Operational Cost), is therefore appropriate to reflect this balance between operational efficiency and community impact.	AV02
No; DP1 amber - close proximity to DA. DP6 There is currently no connectivity to route network in this direction.	DP1 (Safety) is assessed as Amber, as depending on final track placement, this option could result in aircraft operating in close proximity to Danger Area EG D122. Additional controlled airspace and amendments to the current Flexible Use of Airspace (FUA) may be required depending on final route placement within this swathe which is reflected in the Amber for DP6 (Airspace Dimensions); if this cannot be achieved, there could be safety implications for aircraft transiting uncontrolled airspace. DP7 (Airspace Complexity) is also assessed as Amber, reflecting the limited connectivity to the route network in this direction.	AV03
Yes	Noted	MI04

Comment	Response	Stakeholder
The assessment of Runway 08 Northwest 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 National Park – see Tranquillity Mapping at Tranquillity mapping - New Forest National Park Authority (newforestnpa.gov.uk) – where impacts would be more noticeable.	The assessment of DP4 (Tranquillity), remains Amber to reflect overflight of tranquil areas, the NP has been included in the qualitative assessment description.	EB05
Yes; More CAS would be an issue for GA and Gliding, so we would object to the route.	DP6 (Airspace Dimensions) is assessed as Amber for Option B, as this option would require additional controlled airspace in areas that could adversely impact existing GA traffic.	GA06

Table 24: Stakeholder Feedback Northwest Design Envelope -Swathe B - December 2022

Full Design Principle Assessment

D08-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as depending on final track placement, this option could see aircraft operating in close proximity to danger area EG D122. Additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				

D08-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown, although the area to the northwest of the airport is much less densely populated than the area to the south.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions. This route would be reasonably direct for westbound departures so would meet the requirements for this DP.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace and amendments to the current FUA would be required with this option, impacting on current GA traffic				

D08-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as this option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				

D08-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 25: Option D08-NW-B DP Assessment

7.2.7. Option D08-NW-C

Survey Question

‘Runway 08 –

Do you think we have correctly applied the Design Principles to swathe **08-NW-C**?

If no, please provide the Design Principle number and reason in the free text 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes	Noted	AV02
No; DP6 - No connectivity to CAS from 7000ft to FL155, or ATS route network.	DP7 (Airspace Complexity) is assessed as Amber, reflecting the lack of connectivity to controlled airspace between 7,000 ft and FL155 and to the wider ATS route network in this direction.	AV03
Yes	Noted	MI04

Comment	Response	Stakeholder
The assessment of Runway 08 Northwest 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 National Park – see Tranquillity Mapping at Tranquillity mapping - New Forest National Park Authority (newforestnpa.gov.uk) – where impacts would be more noticeable	The assessment of DP4 (Tranquillity), remains Amber to reflect overflight of tranquil areas, the NP has been included in the qualitative assessment description.	EB05
Yes; More CAS would be an issue for GA and Gliding, so we would object to the route,	DP6 (Airspace Dimensions) is assessed as Amber for Option C, as this option would require additional controlled airspace in areas that could adversely impact existing GA traffic. Any changes to CAS will be carried out in consultation with the GA community.	GA06

Table 26: Stakeholder Feedback Northwest Design Envelope - Swathe C - December 2022

Full Design Principle Assessment

D08-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				

D08-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown, although the area to the northwest of the airport is much less densely populated than the area to the south.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions. This route would be reasonably direct for westbound departures so would meet the requirements for this DP.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace and amendments to the current FUA would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as this option would increase complexity as there is currently no connectivity to the route network in this direction.				

D08-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 27: Option D08-NW-C DP Assessment

7.2.8. Option D08-NW-D

Survey Question

‘Runway 08 – Northwest

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 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
No; DP2 increased communities overflowed.	BOH agrees. DP2 (Overflight) and DP3 (Noise Footprint) are both assessed as Red, as the number of people overflowed and the associated noise impact would increase. There are currently no departure routes to the west of the airport, and this option would introduce new overflight of densely populated areas of Bournemouth and Poole, resulting in an overall increase in community exposure to aircraft noise.	AV02
Yes	Noted	AV03
Yes	Noted	MI04

Comment	Response	Stakeholder
The assessment of Runway 08 Northwest 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 National Park – see Tranquillity Mapping at Tranquillity mapping - New Forest National Park Authority (newforestnpa.gov.uk) – where impacts would be more noticeable.	The assessment for DP4 (Tranquillity) remains Amber to reflect overflight of tranquil areas, the NP has been included in the qualitative assessment description.	EB05
Yes	DP6 (Airspace Dimensions) is assessed as Amber for Option D, as this option would require additional controlled airspace in areas that could adversely impact existing GA traffic.	GA06

Table 28: Stakeholder Feedback Northwest Design Envelope - Swathe D - December 2022

Full Design Principle Assessment

D08-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as additional controlled airspace may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown. This option would also fly over the densely populated areas of Bournemouth and Poole.				

D08-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions. This route would be reasonably direct for westbound departures so would meet the requirements for this DP.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as this option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				

D08-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 29: Option D08-NW-D DP Assessment

7.2.9. Option D08-NW-E

Survey Question

‘Runway 08 – Northwest

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 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
No; DP1- D031,D026 penetration.	BOH agrees. DP1 (Safety) has consistently been assessed as Red for this option, reflecting the potential for interaction with or penetration of Danger Areas D031 and D026, and the associated safety implications.	AV02
Yes	Noted	AV03
Yes	Noted	MI04
The assessment of Runway 08 Northwest 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 National Park – see Tranquillity Mapping at Tranquillity mapping - New Forest National Park Authority (newforestnpa.gov.uk) – where impacts would be more noticeable.	The assessment of DP4 (Tranquillity), remains Amber to reflect overflight of tranquil areas, the NP has been included in the qualitative assessment description.	EB05

Comment	Response	Stakeholder
Yes	DP6 (Airspace Dimensions) is assessed as Red for Option E, as this option would require additional controlled airspace in areas that could adversely impact existing GA traffic.	GA06

Table 30: : Stakeholder Feedback Northwest Design Envelope - Swathe E - December 2022

Comment	Response	Stakeholder
We note that the following envelopes would fly over expanses of Dorset National Landscape A08-NW-E, A26-NW-E, D08-NW-E and D26-S-C and tranquillity could be adversely affected.	BOH acknowledges the observation that these envelopes traverse parts of the Dorset National Landscape (AONB) where tranquillity could be affected. The DP relating to tranquillity (DP4) has been assessed as Amber, recognising the environmental sensitivity of this landscape but also that the options largely reflect existing operational patterns and altitudes. More detailed assessment of landscape and tranquillity effects, including potential cumulative impacts across the Dorset National Landscape, will be undertaken at Stage 3, when route centrelines are defined and environmental appraisal is expanded through the Full Options Appraisal (FOA) in accordance with CAP 1616 guidance.	LO21

Table 31: Stakeholder Feedback Northwest Design Envelope - Swathe E - October 2025

Full Design Principle Assessment

D08-NW-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as not met as depending on final track placement, this option could see penetration of danger areas D21/D31 Portland and EG D26 Lulworth. Additional controlled airspace may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as not met as additional controlled airspace would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as this option would increase complexity as there is currently no connectivity to the route network in this direction.				

D08-NW-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 32: Option D08-NW-E DP Assessment

7.2.10. Summary of Stakeholder Feedback – D08 NW Departures

- 7.2.11. Stakeholders expressed concern over potential overflight of the Cranborne Chase AONB and the New Forest NP, as well as the possible introduction of significant new volumes of controlled airspace. MOD and NERL both highlighted that the northwest options lacked clear connectivity to the route network and were in close proximity to existing Danger Areas.

Several participants questioned the value of progressing these options given the limited operational demand.

- 7.2.12. It was recognised that stakeholders saw limited strategic benefit to the NW Design Envelope and emphasised the need to better account for overflight of designated landscapes and the implications for airspace users. Feedback indicated that any further work on this envelope would require coordination with MOD and NERL to address both airspace integration and environmental concerns.
- 7.2.13. DP4 (Tranquillity) remained Amber for all options to reflect overflight of sensitive areas including the Cranborne Chase AONB and NP. DP6 (Airspace Dimensions) was adjusted across the envelope , Options B - D remain Amber while Option A & E were assessed as Red to reflect a greater requirement for new CAS. DP1 (Safety) remained Amber or Red depending on proximity to Danger Areas.

7.3. Northeast Design Envelope Departures 08

- 7.3.1. The Northeast design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, feedback was received for this design envelope and is detailed in relevant option sections.
- 7.3.2. Since engagement with stakeholders in December 2022 this design envelope has changed; the C and D options are now in a new 'East design envelope'. The baseline for this design envelope is B to reflect current operations and procedures. The feedback shown in the tables for December 2022 may therefore seem mislabelled, however Bournemouth Airport have taken steps to ensure the feedback is relevant to the newly named option. No changes other than the introduction of the Do Minimum Option has been made since the second engagement round.
- 7.3.3. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

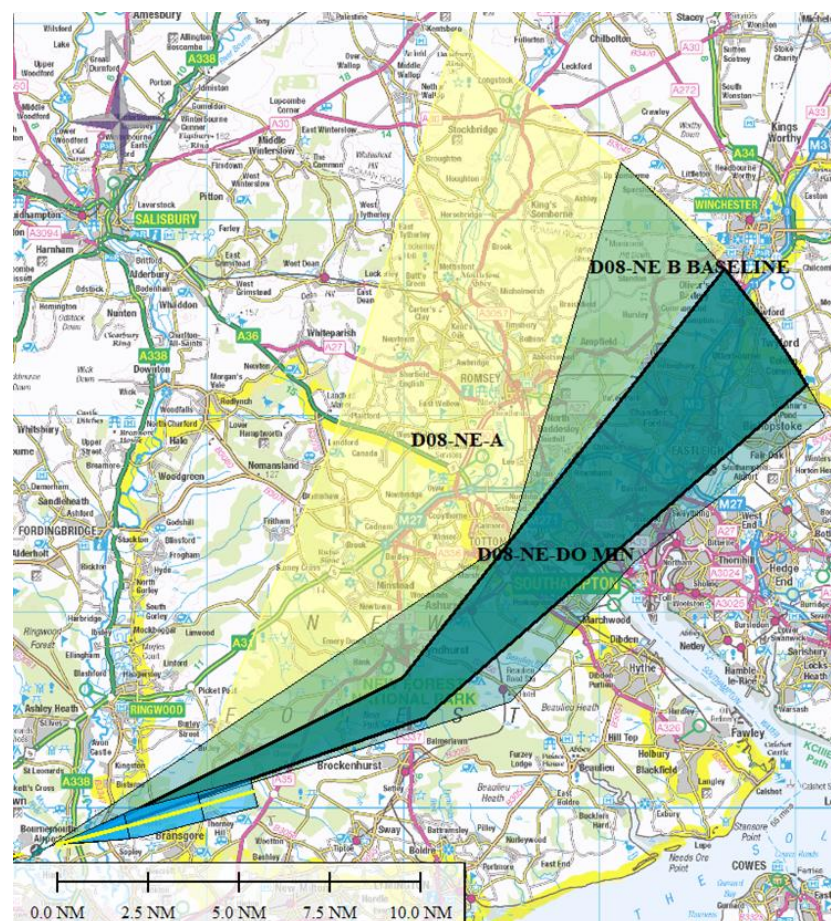


Figure 83: Northeast Design Envelope – D08 Departures

7.3.4. The questions posed for the Northeast design envelope in the second round were as follows:

1. Do you have any comments about the options?
2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
1. Flights to and from this direction avoid CCAONB.	BOH agrees. Flights to and from this direction avoid the CCAONB; however, DP4 (Tranquillity) is likely to be assessed in relation to the New Forest NP, reflecting its sensitivity to overflight and associated tranquillity impacts.	EB08
1. None. 2. Yes.	Noted	LO11
1. Swathe A may require additional CAS and amendments to the current FUA. 2. Yes.	BOH agrees. DP6 (Airspace Dimensions) is assessed as Amber, reflecting that Option A may require additional controlled airspace and amendments to the current FUA depending on final route placements within this swathe.	AV12
1. 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 ²³ 2. Yes.	DP4 (Tranquillity) has been reassessed to reflect overflight of tranquil areas within the New Forest National Park. While this option would overfly a different section but a similar overall area of the Park, feedback noting that this is a more tranquil section is accepted, and the option has therefore been assessed as Red.	EB14

²³ <https://www.newforestnpa.gov.uk/documents/conservation/tranquillity-mapping/>

Comment	Response	Stakeholder
<p>1. The only likely impact on MOD users would be if levels of existing controlled airspace were to be lowered.</p> <p>2. Yes.</p>	<p>Option A is assessed as Amber for DP6 (Airspace Dimensions), as additional controlled airspace and amendments to the current FUA may be required depending on the final route placements within this swathe. Further coordination with the MOD will take place at Stage 3 to ensure any changes maintain operational safety and flexibility.</p>	MI13
<p>1. 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.</p> <p>2. No.</p>	<p>BOH acknowledges the feedback regarding increased overflight of Burley and Crow within the New Forest NP. All Options (A and B Baseline and Do Min) have been assessed as Amber for DP2 (Overflight) and DP3 (Noise Footprint), reflecting potential impacts on new communities within the Park while recognising that the overall number of people overflown is not expected to increase significantly. BOH accepts that Option A introduces overflight of new areas, and this has been reflected in the qualitative assessment. The Initial Options Appraisal (IOA) will further assess these options against the baseline to determine whether each represents an improvement or deterioration in community and environmental impact.</p>	LC09

Table 33: Stakeholder Feedback Northeast Design Envelope – November 2023

7.3.5. Feedback from the Stakeholder Safety assurance meeting for the Northeast was as follows:
Option A takes aircraft out of CAS. Unless FUA is a reality. Option A will be progressed. From

a safety perspective no issues. Option may also benefit SOU. Also considered deconfliction with LHR.

Comment	Response	Stakeholder
<p>When the NERL airspace design team reviewed the Runway 08 departures (shown below*) there was some concern regarding the NE and E departure options. The do minimum option in dark green and the do minimum option in pink, seem to indicate a proposal which includes two separate departure routes at low level, turning shortly after departure. In this instance integration of these routes into the network becomes challenging and increases complexity, which would seem to contradict DP7</p> <p><i>*image shown was of Baselines and Do nothing options over ENR chart for Departures RWY08</i></p>	<p>Bournemouth Airport acknowledges NERL's comments regarding the Runway 08 North-East and East Do-Minimum departure options and the associated implications for network integration and complexity. The Do-Minimum options were developed to represent refinements of existing operations and to maintain flexibility during the design development stage, rather than fixed route proposals. At this conceptual stage, both options have been assessed as Green under DP7 (Airspace Complexity) to reflect the fact that this option should not result in a complex airspace configuration with numerous different base levels. Any possible interactions or challenges will be fully addressed during Stage 3, when routes are defined, and integration with neighbouring airports and the en-route network is coordinated.</p>	<p>AV16</p>

Table 34: Stakeholder Feedback Northeast Design Envelope- October 2025

7.3.6. Option D08-NE-B Baseline

Survey Question

'Runway 08 – East

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 'other' field.'

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
Yes	Noted	AV01
Yes	Noted	AV02
Yes	Noted	AV03
Yes	Noted	MI04
<p>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.</p> <p><i>*Note that although feedback refers to 'east' the new DE is NE</i></p>	<p>The assessment has been updated to note that the Baseline involves some degree of overflight of the New Forest NP. While this reflects existing operational patterns, there remains potential for minor effects on tranquillity and people's enjoyment of the area. DP4 (Tranquillity) is therefore assessed as Amber to reflect the overflight of the NP.</p>	EB05
<p>Yes; It looks like this routing remains within the current airspace foot print.</p>	<p>BOH agrees. DP6 (Airspace Dimensions) is assessed as Green, as this routing remains within the current airspace footprint and no new volume of controlled airspace would be required.</p>	GA06

Comment	Response	Stakeholder
DP9 - Noting you only have the FRZ depicted and Southampton's routes and airspace is much larger than that, significant potential impacts requiring deconfliction for Option B. If you can enable guaranteed CCO CDO to stay c.FL90 and above over Southampton that would be optimal. DP10- It may be difficult with Option B to develop procedures and agreements to allow truly independent operations.	DP9 (Systemisation) and DP10 (Independence) are both assessed as Amber, reflecting the potential for interaction with Southampton's airspace and the associated need for deconfliction and coordination. For DP9, while the option integrates with the en-route network, it may not reduce the need for tactical coordination between Bournemouth and Southampton operations. For DP10, the current dependency on the Southampton Radar service would remain, and further work will be required at Stage 3 to explore opportunities for improved procedural independence.	AP07

Table 35: Stakeholder Feedback Northeast Design Envelope Swathe B - December 2022

Full Design Principle Assessment

D08-NE-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met as the impact of aircraft noise is no different than today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				

D08-NE-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.				

D08-NE-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 36: Option D08-NE-B Baseline DP Assessment

7.3.7. Option D08-NE-DO MINIMUM

7.3.8. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; however, no feedback was received specifically relating to the Do-Minimum option.

Full Design Principle Assessment

D08-NE-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight – The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today	
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met as the impact of aircraft noise is no different than today.	
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.	

D08-NE-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.	
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 37: Option D08-NE-DO MIN DP Assessment

7.3.9. Option D08-NE-A

Survey Question

‘Runway 08 – East

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 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes	Noted	AV02
Yes	Noted	AV03
Yes	Noted	MI04
<p>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.</p> <p><i>Note that although feedback refers to 'east' the new DE is NE</i></p>	<p>DP4 (Tranquillity) has been reassessed to reflect overflight of tranquil areas within the New Forest National Park. While this option would overfly a different section but a similar overall area of the Park, feedback noting that this is a more tranquil section is accepted, and the option has therefore been assessed as Red.</p>	EB05
No; The option of this route would require more airspace.	BOH agrees. DP6 (Airspace Dimensions) is assessed as Amber to reflect feedback that this option would require additional controlled airspace.	GA06

Table 38: Stakeholder Feedback North East Design Envelope Swathe A - December 2022

- 7.3.10. In the third engagement round the NFNPA emailed a response agreeing with the assessment that this option would significantly increase overflight of the New Forest NP, with a corresponding adverse effect on tranquillity:

Comment	Response	Stakeholder
In terms of the assessment of option D08-NE-A, the National Park Authority would agree with the assessment under the 'tranquillity' criterion, as the option would significantly increase the overflying of the New Forest National Park. The same principles apply to Option A26-NE-A, which would similarly increase the area of the New Forest National Park being overflown by arrivals into Bournemouth Airport, introducing low level flying into areas where it is not currently experienced. The National Park Authority agrees with the assessment of this option.	DP4 has been reassessed to reflect overflight of tranquil areas. This option would overly a different section but a similar amount of the NP. However, in response to the feedback in the last two engagement rounds this is accepted and assessed as Red.	EB18

Table 39: Stakeholder Feedback North East Design Envelope Swathe A - October 2025

Full Design Principle Assessment

D08-NE-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today. There would be no increase in the number of people overflown with this option although different communities will be overflown compared to the baseline.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met as the impact of aircraft noise is no different than today.				

D08-NE-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as not met due to direct and significant overflight of some sensitive areas, such as AONBs and/or NP. This option would see traffic overflying a greater and more tranquil area of the New Forest National Park.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as this option could help to reduce complexity as it moves traffic further north, away from Southampton Airport and LTMA traffic.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help improve systemisation as it moves traffic further north, away from Southampton Airport and the congested area surrounding it associated with the LTMA traffic., reducing the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				

D08-NE-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 40: Option D08-NE-A DP Assessment

7.3.11. Summary of Stakeholder Feedback – D08 NE Departures

7.3.12. Stakeholders noted that departures from this direction would overfly parts of the New Forest NP, particularly the more tranquil areas north of the A31, and could introduce overflight of Burley and Crow where none currently occurs. MOD feedback indicated that additional CAS might affect flexibility, while NERL highlighted potential complexity if NE and East routes were developed separately.

7.3.13. Stakeholders sought clarity on the extent of overflight of new versus existing communities and requested that tranquillity impacts be reflected consistently between options. It was also acknowledged that integration with the en-route structure should be confirmed to avoid unnecessary complexity or duplication.

7.3.14. DP4 (Tranquillity) was revised to Red for Option A to reflect overflight of a more tranquil section of the NP, while all other options remain Amber. DP2 (Overflight) and DP3 (Noise Footprint) were retained as Amber, acknowledging potential effects on new but not more numerous communities. For Option A, DP6 (Airspace Dimensions) remained Amber to reflect possible CAS amendments, while DP7 (Airspace Complexity) was kept Green as current operations are not expected to increase complexity. These findings will inform route refinement in Stage 3.

7.4. East Design Envelope Departures 08

- 7.4.1. The East design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, no further feedback was received for this design envelope.
- 7.4.2. No changes other than the introduction of the Do Minimum Option has been made since the second engagement round.
- 7.4.3. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).



Figure 84: East Design Envelope – D08 Departures

- 7.4.4. The questions posed for the East design envelope in the second round were as follows:
1. Do you have any comments about the options?
 2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
1. This would avoid CCAONB. Flight to and from this direction avoid CCAONB.	BOH agrees. Flights to and from this direction avoid the CCAONB; however, DP4 (Tranquillity) is likely to be assessed in relation to the New Forest NP and Isle of Wight AONB, reflecting its sensitivity to overflight and associated tranquillity impacts.	EB08
1. None. 2 Yes.	Noted	LO11
1. No comments. 2. IOW has an AONB which is not referenced.	BOH agrees. The qualitative assessment of DP4 (Tranquillity) has been amended to note that Option D overflies an AONB (although not specifically mentioned IOW). The option is assessed as Amber to reflect this potential impact.	AV12
1. Forrest National Park, which includes some of the more tranquil areas of the National Park – see ²⁴ 2 Yes.	BOH acknowledges the feedback noting the proximity of the Forest NP. The Baseline and Do-Minimum options are assessed as Amber for DP4 (Tranquillity) to reflect potential impacts on these tranquil areas. Option D is also assessed as Amber for DP4, primarily due to its overflight of the Isle of Wight AONB.	EB14
1. 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. 2 Yes, on the assumption that more controlled airspace is not required.	All options within this DE are assessed as Green for DP6 (Airspace Dimensions), on the basis that no new controlled airspace is anticipated and existing airspace levels are not expected to change. Further assessment will be undertaken at Stage 3 once detailed route design information becomes available.	MI13
1. No. 2 Yes.	Noted	LC09

Table 41: Stakeholder Feedback East Design Envelope – November 2023

7.4.5. Feedback from the Stakeholder Safety assurance meeting for the East was as follows: *No comments in terms of safety, D flies over the Isle of Wight, may interact with inbound flows. If there is a vertical or lateral solution, then it shouldn't be discounted. Option will be taken forward to stage 3.*

²⁴ <https://www.newforestnpa.gov.uk/documents/conservation/tranquillity-mapping/>.

Comment	Response	Stakeholder
<p>When the NERL airspace design team reviewed the Runway 08 departures (shown below*) there was some concern regarding the NE and E departure options. The do minimum option in dark green and the do minimum option in pink, seem to indicate a proposal which includes two separate departure routes at low level, turning shortly after departure. In this instance integration of these routes into the network becomes challenging and increases complexity, which would seem to contradict DP7</p> <p><i>*image shown was of Baselines and Do nothing options over ENR chart for Departures RWY08</i></p>	<p>Bournemouth Airport acknowledges NERL's comments regarding the Runway 08 North-East and East Do-Minimum departure options and the associated implications for network integration and complexity. The Do-Minimum options were developed to represent refinements of existing operations and to maintain flexibility during the design development stage, rather than fixed route proposals. At this conceptual stage, both options have been assessed as Green under DP7 (Airspace Complexity) to reflect the fact that this option should not result in a complex airspace configuration with numerous different base levels. Any possible interactions or challenges will be fully addressed during Stage 3, when routes are defined, and integration with neighbouring airports and the en-route network is coordinated.</p>	<p>AV16</p>

Table 42: Stakeholder Feedback East Design Envelope - October 2025

7.4.6. Option D08-E-C Baseline

Survey Question

'Runway 08 – East

Do you think we have correctly applied the Design Principles to swathe **08-E-C**?

If no, please provide the Design Principle number and reason in the free text 'other' field.'

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
Yes	Noted	AV01
Yes	Noted	AV02
Yes	Noted	AV03
Yes	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes	BOH agrees. DP6 (Airspace Dimensions) is assessed as Green, as this routing remains within the current airspace footprint and no new volume of controlled airspace would be required.	GA06

Table 43: Stakeholder Feedback East Design Envelope Swathe C - December 2022

Full Design Principle Assessment

D08-E-C Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				

D08-E-C Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met as the impact of aircraft noise is no different than today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				

D08-E-C Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 44: Option D08-E-C Baseline DP Assessment

7.4.7. Option D08-E-DO MINIMUM

7.4.8. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; however, no feedback was received specifically relating to the Do-Minimum option.

Full Design Principle Assessment

D08-E-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.	
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met as the impact of aircraft noise is no different than today.	
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	

D08-E-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.	
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.	
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 45: Option D08-E-DO MIN DP Assessment

7.4.9. Option D08-E-D

Survey Question

‘Runway 08 – East

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 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
No; DP2 Greater overflight of communities.	BOH agrees. DP2 (Overflight) is assessed as Red, as this option would result in greater overflight of communities and a potential increase in the number of people affected.	AV02
Why is swathe D not designed to be even more over water to avoid communities overflowed?	Swathes were designed to balance multiple DPs, including safety, operational efficiency, and minimising environmental impact. DP2 (Overflight) and DP3 (Noise Footprint) remain assessed as Red, reflecting feedback that Swathe D could have been positioned further over water and acknowledging the additional communities that would be overflowed under this option.	AV03
Yes	Noted	MI04

Comment	Response	Stakeholder
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes	BOH agrees. DP6 (Airspace Dimensions) is assessed as Green, as this routing remains within the current airspace footprint and no new volume of controlled airspace would be required.	GA06

Table 46: Stakeholder Feedback East Design Envelope - Swathe D - December 2022

Full Design Principle Assessment

D08-E-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2).				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				

D08-E-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as this option could help to reduce complexity as it moves traffic further South, away from Southampton Airport and LTMA traffic.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help to improve systemisation as it moves traffic further South, away from Southampton Airport and LTMA traffic, reducing the need for coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives.				

D08-E-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 47: Option D08-E-D DP Assessment

7.4.10. Summary of Stakeholder Feedback – D08 E Departures

- 7.4.11. Stakeholders recognised that departures in this direction generally avoid the Cranborne Chase AONB but could affect the New Forest NP and Isle of Wight AONB. NERL raised comments regarding the depiction of Do-Minimum options, suggesting potential for unnecessary complexity. MOD confirmed that no major issues were expected provided no new CAS was required.
- 7.4.12. Feedback emphasised the need to ensure that tranquillity effects across multiple designated landscapes are consistently represented, and that baseline mapping accurately reflects current operations rather than proposed enhancements. Technical feedback highlighted the importance of retaining operational flexibility within the swathes.
- 7.4.13. DP4 (Tranquillity) was assessed as Amber across the envelope to reflect overflight of the New Forest and Isle of Wight AONBs. DP6 (Airspace Dimensions) remained Green, indicating no new CAS requirement. DP7 (Airspace Complexity) remained Green as the options are consistent with existing operations. The qualitative assessment for all options notes that further detailed environmental appraisal will be completed at Stage 3.

7.5. South Design Envelope Departures 08

- 7.5.1. The South design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, no further feedback was received for this design envelope.
- 7.5.2. No changes other than the introduction of the Do Minimum Option has been made since the second engagement round.
- 7.5.3. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

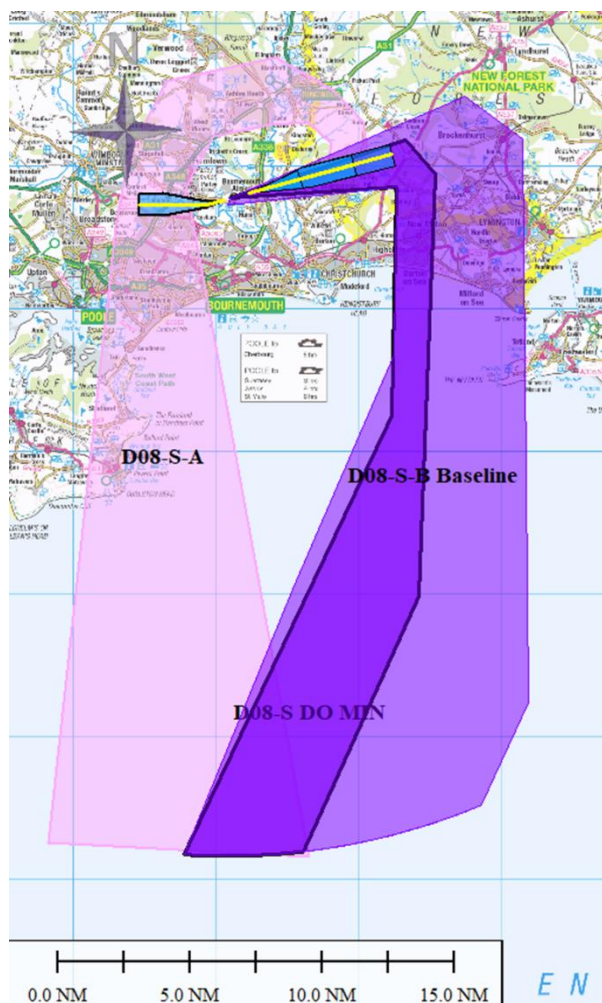


Figure 85: South Design Envelope – D08 Departures

7.5.4. The questions posed for the South design envelope in the second round were as follows:

1. Do you have any comments about the options?
2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
<p>1 These largely avoid CCAONB although A appears to have the capacity to loop over this AONB.</p> <p>2. See 13 above.</p>	<p>BOH acknowledges the comment noting that the D08 South DE is unlikely to impact the CCAONB but may affect the Dorset AONB and the New Forest NP. All options within this DE are assessed as Amber for DP4 (Tranquillity) to reflect potential impacts on these designated landscapes and associated tranquillity. Further refinement at Stage 3 will aim to minimise any overflight of the Dorset AONB and New Forest National Park wherever practicable.</p>	EB08
<p>1 None.</p> <p>2. Yes.</p>	Noted	LO11
<p>1 Swathe A may require additional CAS at certain levels, western edge is proximate to DA031. DP4 does not consider New Forest National Park.</p>	<p>DP6 (Airspace Dimensions) has been amended to Red to reflect that Swathe A may require additional controlled airspace at certain levels, with its western edge proximate to Danger Area D031 (DP1 Safety – Amber). DP4 (Tranquillity) is assessed as Amber and now includes reference to the New Forest NP.</p>	AV12
<p>1 No.</p> <p>2. Yes.</p>	Noted	EB14
<p>1 Could affect the South Coast RN Danger Areas, depending on routes and the levels that the areas are active to.</p> <p>2. Yes.</p>	<p>Option A is assessed as Amber for DP1 (Safety), as depending on final route placements, this option could interact with Danger Area EG D031 (Portland). Further coordination with the MOD will take place at Stage 3 to ensure safe integration and appropriate deconfliction when the route design and vertical profiles are refined.</p>	MI13

Comment	Response	Stakeholder
1 I do not agree with aircraft turning left doing a wraparound to the south D08 S-A. More Fuel consumption (less green), over more populated areas and more noise to more residents. 2. Yes	BOH agrees. DP2 (Overflight), DP3 (Noise Footprint), DP5 (Emissions and Air Quality), and DP11 (Operational Cost) have all been assessed as Red for D08-S-A, reflecting increased overflight of populated areas, higher fuel burn and emissions, and greater noise and cost impacts resulting from the longer, less efficient routing to the south.	LC09

Table 48: Stakeholder South Feedback Design Envelope – November 2023

- 7.5.5. Feedback from the Stakeholder Safety Assurance meeting for the South was as follows: *CAS issue and the hold is in the overhead then fuel burn is an issue. Also issue with D031. If CAS volume is addressed then there will not be a safety reason to not progress this issue. This option could be progressed.*

7.5.6. Option D08-S-B Baseline

Survey Question

‘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 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes	Noted	AV02
Yes	Noted	AV03
Yes	Noted	MI04

Comment	Response	Stakeholder
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes	BOH agrees. DP6 (Airspace Dimensions) is assessed as Green, as this routing remains within the current airspace footprint and no new volume of controlled airspace would be required.	GA06
DP9- With Option B, inbound and outbound routes may need careful coordination.	DP9 (Systemisation) is assessed as Amber, as inbound and outbound routes under Option B may require coordination. Deconfliction of arrivals and departures is not assessed at this stage and will be addressed during Stage 3, when route centrelines and procedures are developed in greater detail.	AP07

Table 49: Stakeholder Feedback South Design Envelope - Swathe B - December 2022

Full Design Principle Assessment

D08-S-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				

D08-S-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met as the impact of aircraft noise is no different than today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				

D08-S-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 50: Option D08-S-B Baseline DP Assessment

7.5.7. Option D08-S-DO MINIMUM

7.5.8. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; however, no feedback was received specifically relating to the Do-Minimum option.

Full Design Principle Assessment

D08-S-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight – The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.	
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met as the impact of aircraft noise is no different than today.	

D08-S-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.	
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.	
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 51: Option D08-S-DO MIN DP Assessment

7.5.9. Option D08-S-A

Survey Question

'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 'other' field.'

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
No; DP11 increased track miles DP1 DO31 infringement	BOH acknowledges the feedback. DP1 (Safety) is assessed as Amber to reflect the potential interaction with Danger Area D031, while DP5 (Emissions and Air Quality) and DP11 (Operational Cost) are both assessed as Red, reflecting the increased track miles and reduced fuel efficiency associated with this option.	AV02
Yes	Noted	AV03
Yes	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes	DP6 (Airspace Dimensions) is assessed as Red, as significant additional volumes of controlled airspace would be required to contain the proposed option.	GA06

Table 52: Stakeholder Feedback South Design Envelope - Swathe A - December 2022

Comment	Response	Stakeholder
The Authority also recognises the challenge of balancing the protection afforded to National Parks and National Landscapes (formerly AONBs) with seeking to avoid overflying populated areas (e.g. larger urban areas with higher population densities). This is illustrated by the assessment of option D08-S-A for example, which would positively reduce overflying of the New Forest National Park, but increase overflying of populated areas.	BOH agree that there will be less overflight of the NP but must recognise the fact that the Dorset AONB would be newly overflown and have therefore maintained an Amber rating for DP4 (Tranquillity).	EB18

Table 53: Stakeholder Feedback South Design Envelope - Swathe A - October 2025

Full Design Principle Assessment

D08-S-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as depending on final route placements, this option could penetrate danger area EG D31 Portland.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2).				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP. This option would see a much smaller portion of the New Forest National Park overflown. Depending on final track placement.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions.				

D08-S-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as not met as significant additional volumes of CAS are required to contain the proposed option.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as will result in changes to the controlled airspace configuration.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help to improve systemisation by routing traffic to the west of Bournemouth Airport, away from Southampton Airport and LTMA traffic, reducing the need for coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 54: Option D08-S-A DP Assessment

7.5.10. Summary of Stakeholder Feedback – D08 S Departures

- 7.5.11. Stakeholders commented that southern departure options could result in greater overflight of populated areas and higher emissions due to longer track distances, particularly where “wraparound” routing was introduced. Others highlighted possible interaction with Danger Areas along the south coast and requested confirmation that the New Forest NP and Dorset AONB were adequately represented under DP4.
- 7.5.12. It was acknowledged that these options require balancing the reduction of overflight of the NP against increased exposure for coastal and urban communities. The importance of capturing cumulative effects on tranquillity, noise, and emissions was also recognised.
- 7.5.13. DP2 (Overflight), DP3 (Noise Footprint), DP5 (Emissions and Air Quality), and DP11 (Operational Cost) were assessed as Red for Option A to reflect the additional population, noise, and fuel impacts. DP4 (Tranquillity) was amended to Amber to acknowledge residual effects on the NP and Dorset AONB. DP6 (Airspace Dimensions) remained Red for Option A due to additional CAS requirements. These assessments ensure that both environmental and operational trade-offs are captured for refinement in Stage 3.

7.6. Northwest Design Envelope Arrivals 08

- 7.6.1. The Northwest design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the revised baselines and newly introduced Do-Minimum options, as the baselines were removed and no Do Minimum options introduced for this design envelope, no feedback was sought or received.
- 7.6.2. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

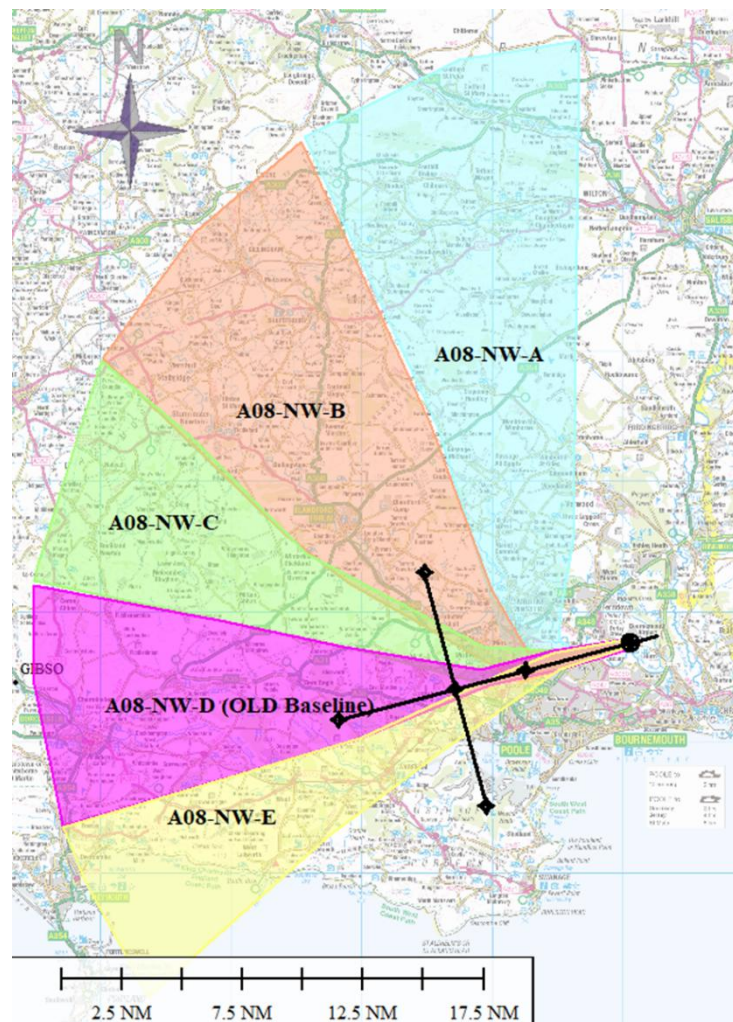


Figure 86: Northwest Design Envelope – 08 Arrivals

- 7.6.3. The questions posed for the North West design envelope in the second round were as follows:
1. Do you have any comments about the options?

2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
1. See previous comments. Actually, rather than potentially, overfly CCAONB. (A, B and C impact on CCAONB.)	BOH acknowledges the comments regarding the potential overflight of the CCAONB. Options A, B, and C have been assessed accordingly (all Amber) for DP4 (Tranquillity) to reflect their potential impact on the AONB's tranquillity and landscape character. The assessment of overflight within this area is considered accurate, and further detailed appraisal will be undertaken at Stage 3 once route centrelines are defined to ensure any potential effects on the AONB are minimised.	EB14
1 No. 2 Yes.	Noted	LO11
1 Would have been helpful to display this on a current airspace map to consider the adjacent SUAs. All options will require additional CAS. 2 No; DP6 would need additional CAS.	BOH acknowledges the feedback regarding the display of current airspace and adjacent SUAs. Options are shown over En-Route (ENR) charts in Section 4 for reference. DP6 (Airspace Dimensions) has been assessed as either Red or Amber, in accordance with the appropriate assessment criteria, within this DE to reflect that all options will require additional controlled airspace.	AV12
1 No. 2 Yes.	Noted	EB14

Comment	Response	Stakeholder
<p>1 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.</p> <p>2 Yes, under the assumption that no further controlled airspace is required.</p>	<p>All swathes within the NW DE are assessed as Red or Amber, in accordance with the appropriate assessment criteria, for DP6 (Airspace Dimensions) to reflect the potential increase in controlled airspace and associated constraints. Further coordination with the MOD and NERL will take place at Stage 3 when route centrelines and containment requirements are defined.</p>	MI13
1 No. 2 Yes.	Noted	LC09

Table 55: Stakeholder Feedback Northwest Design Envelope – November 2023

- 7.6.3.1. Feedback from the Stakeholder Safety Assurance meeting for the Northwest was as follows: *From a network perspective there is no connectivity, the proximity to the SUAs is a challenge, there is no driver from the en-route environment to progress these options. Very little consequence if these are not progressed.*

7.6.4. Option A08-NW-A

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
No; DP11- additional track miles departing West. DP1 -Salisbury Danger areas.	BOH agrees. DP1 (Safety) remains assessed as Red due to interaction with the Salisbury Danger Areas, and DP11 (Operational Cost) has been amended to Red to reflect the additional track miles required when departing west.	AV02

Comment	Response	Stakeholder
Yes; DP4 incorrectly labelled, should be Cranborne Chase	The reference under DP4 (Tranquillity) has been corrected ensure the assessment accurately reflects the relevant designated landscape.	AV03
Yes	Noted	MI04
No; The Design Principles assessment for the five options 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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes	DP6 (Airspace Dimensions) is assessed as Red, as significant additional volumes of controlled airspace would be required to contain the proposed option.	GA06

Table 56: Stakeholder Feedback Northwest Design Envelope - Swathe A - December 2022

Full Design Principle Assessment

A08-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as not met as depending on final track placement, this option could see penetration of danger areas EG D122. Additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight – The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown, although the area to the north of the airport is much less densely populated than the area to the south.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity – Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions. This option would mean extra track miles for any westbound departures.				

A08-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as not met as additional controlled airspace and amendments to the current FUA would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as will result in changes to the controlled airspace configuration. This option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				

A08-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 57: Option A08-NW-A DP Assessment

7.6.5. Option A08-NW-B

Comment	Response	Stakeholder
Yes.	Noted	AV01
No; DP11- additional track miles departing West. DP1 - Salisbury Danger areas.	BOH agrees. DP1 (Safety) remains assessed as Red due to interaction with the Salisbury Danger Areas, and DP11 (Operational Cost) has been amended to Red to reflect the additional track miles required when departing west.	AV02
DP4 incorrectly labelled, should be Cranborne Chase.	The reference under DP4 (Tranquillity) has been corrected ensure the assessment accurately reflects the relevant designated landscape.	AV03
Yes.	Noted	MI04

Comment	Response	Stakeholder
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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes.	DP6 (Airspace Dimensions) is assessed as Red, as significant additional volumes of controlled airspace would be required to contain the proposed option.	GA06

Table 58: Stakeholder Feedback Northwest Design Envelope - Swathe B - December 2022

Full Design Principle Assessment

A08-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as not met as depending on final track placement, this option could see penetration of danger areas EG D122. Additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				

A08-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown, although the area to the north of the airport is much less densely populated than the area to the south.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions. This option would mean extra track miles for any westbound departures.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as not met as significant additional controlled airspace would be required to contain the option. Additional controlled airspace and amendments to the current FUA would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as will result in changes to the controlled airspace configuration. This option would increase complexity as there is currently no connectivity to the route network in this direction.				

A08-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 59: Option A08-NW-B DP Assessment

7.6.6. Option A08-NW-C

Comment	Response	Stakeholder
Yes.	Noted	AV01

Comment	Response	Stakeholder
Yes.	Noted	AV02
No; DP6 Amber - may require additional CAS.	DP6 (Airspace Dimensions) remains assessed as Amber, reflecting that this option may require an increase in controlled airspace and possible amendments to the current FUA.	AV03
Yes	Noted	MI04
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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes.	Noted	GA06

Table 60: Stakeholder Feedback Northwest Design Envelope - Swathe C - December 2022

Full Design Principle Assessment

A08-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				

A08-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown, although the area to the north of the airport is much less densely populated than the area to the south.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required. Additional controlled airspace and amendments to the current FUA may be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration. This option would increase complexity as there is currently no connectivity to the route network in this direction				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				

A08-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal, and potentially improved, however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 61: Option A08-NW-C DP Assessment

7.6.7. Option A08-NW-D

Comment	Response	Stakeholder
Yes.	Noted	AV01
Yes.	Noted	AV02

Comment	Response	Stakeholder
No; DP6 Amber - may require additional CAS.	DP6 (Airspace Dimensions) remains assessed as Amber, reflecting that this option may require an increase in controlled airspace and possible amendments to the current	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes.	Noted	GA06

Table 62: Stakeholder Feedback Northwest Design Envelope - Swathe D - December 2022

Full Design Principle Assessment

A08-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as additional controlled airspace may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				

A08-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration. This option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				

A08-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal, and potentially improved, however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 63: Option A08-NW-D DP Assessment

7.6.8. Option A08-NW-E

Comment	Response	Stakeholder
Yes.	Noted	AV01
Yes.	Noted	AV02

Comment	Response	Stakeholder
No; DP1 Red- Beyond the orange line the route would extend directly into the Portland Danger Area.	BOH agrees. DP1 (Safety) remains assessed as Red. The extended route beyond the swathe would penetrate the Portland Danger Area; however, this section is above 7,000 ft and therefore beyond the scope of this ACP.	AV03
Yes.	Noted	MI04
No; The Design Principles assessment for the five options for North West highlight potential impacts on the New Forest National Park for Options.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes.	Noted	GA06

Table 64: Stakeholder Feedback Northwest Design Envelope - Swathe E - December 2022

Comment	Response	Stakeholder
We note that the following envelopes would fly over expanses of Dorset National Landscape A08-NW-E, A26-NW-E, D08-NW-E and D26-S-C and tranquillity could be adversely affected.	BOH acknowledges the observation that these envelopes traverse parts of the Dorset National Landscape (AONB) where tranquillity could be affected. The DP relating to tranquillity (DP4) has been assessed as Amber, recognising the environmental sensitivity of this landscape but also that the options largely reflect existing operational patterns and altitudes. More detailed assessment of landscape and tranquillity effects, including potential cumulative impacts across the Dorset National Landscape, will be undertaken at Stage 3, when route centrelines are defined and environmental appraisal is expanded through the Full Options Appraisal (FOA) in accordance with CAP 1616 guidance.	LO21

Table 65: Stakeholder Feedback Northwest Design Envelope - Swathe E - October 2025

Full Design Principle Assessment

A08-NW-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as not met as depending on final track placement, this option could see penetration of danger areas D21/D31 Portland and EG D26 Lulworth. Additional controlled airspace may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions. This option would mean extra track miles for any northbound departures.				

A08-NW-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration. This option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				

A08-NW-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 66: Option A08-NW-E DP Assessment

7.6.9. Summary of Stakeholder Feedback – A08 NW Arrivals

- 7.6.10. Stakeholders (including NFNPA and CCAONB interests) noted that arrival tracks from the northwest have the potential to pass over or close to tranquil parts of the New Forest NP and, further west, the Dorset National Landscape (AONB). Comments also asked that designated landscapes be explicitly referenced in DP4, even where overflight is limited or at higher altitudes. MOD stakeholders reminded BOH that arrivals from this sector need to remain compatible with nearby South Coast danger areas and Flexible Use of Airspace arrangements.
- 7.6.11. It was recognised that stakeholders want consistency across all 08 arrival envelopes in how overflight of NP/AONB is described, even where the effect is modest. It was also accepted that the assessment should make clear that later route refinement (Stage 3) is where vertical profiles and containment will be fixed in consultation with NERL and MOD.
- 7.6.12. DP4 (Tranquillity) was set at Amber for this DE to acknowledge potential overflight of designated and otherwise tranquil areas. DP6 (Airspace Dimensions) and DP1 (Safety) were retained at Amber or Red to reflect possible interaction with existing DA structures and the likelihood that minor CAS/FUA amendments may be required once centrelines are defined. The altitude management to minimise NP/AONB effects, will be undertaken at Stage 3.

7.7. Northeast Design Envelope Arrivals 08

- 7.7.1. The Northeast design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, feedback is detailed in the relevant sections.
- 7.7.2. No changes other than the introduction of the Do Minimum Option has been made since the second engagement round.
- 7.7.3. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

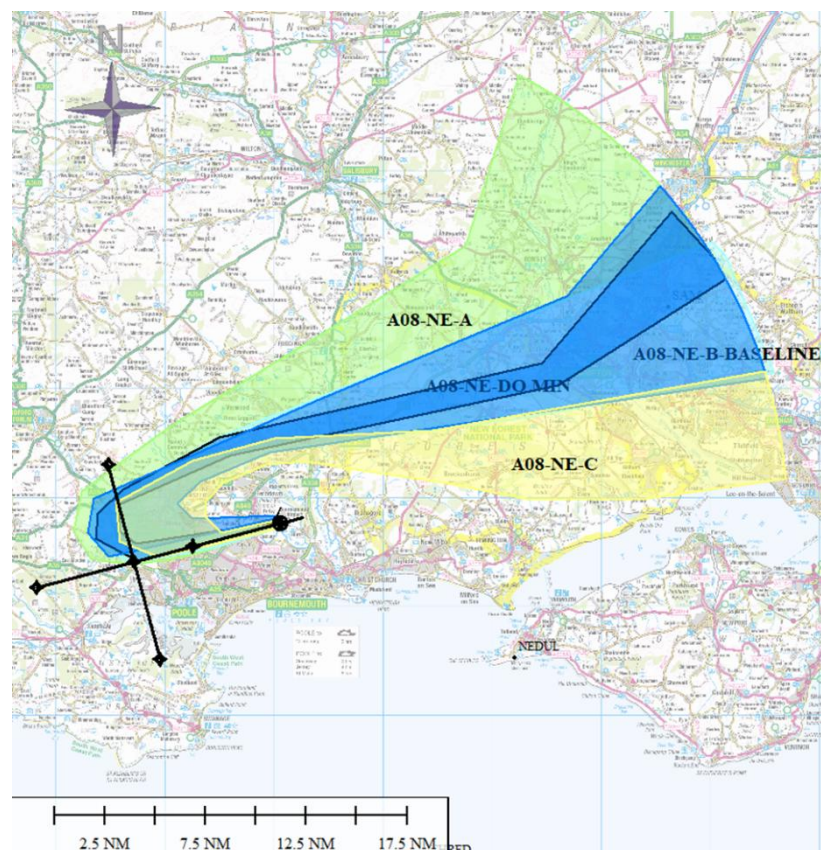


Figure 87: Northeast Design Envelope – 08 Arrivals

- 7.7.4. The questions posed for the Northeast design envelope in the second round were as follows:
1. Do you have any comments about the options?
 2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
1. Arrival / departure still appear to involve turning over this AONB.	BOH agrees and has adjusted the assessment of DP4 (Tranquillity) accordingly. Option A is assessed as Red, reflecting its alignment over a more tranquil section of the New Forest NP and its additional overflight of the CCAONB.	EB08
1 No. 2 Yes.	Noted	LO11
1. No comments. 2. DP4: overflight of New Forest National Park not considered.	DP4 (Tranquillity) has been updated to include consideration of overflight of the New Forest National Park and is now assessed as Red for Option A, (and Amber for Baseline, Do-Min and Option C) reflecting feedback received from stakeholders regarding the sensitivity of this area to overflight impacts.	AV12
1. No. 2. 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.	BOH agrees and has amended the assessment of DP4 (Tranquillity) to reflect overflight of the New Forest NP below 7,000 feet under DP4 (Tranquillity). Options B and C are assessed as Amber for DP4, recognising potential impacts on tranquillity, while Option A is assessed as Red for DP4, reflecting previous feedback identifying this as a particularly tranquil part of the NP.	EB14

Comment	Response	Stakeholder
<p>1. 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.</p> <p>2. Yes.</p>	<p>For the Northeast Arrivals (RWY 08), no increase in controlled airspace is anticipated, and all airspace dimensions are assessed as Green for DP6 (Airspace Dimensions), indicating minimal effect on existing military airspace users or Danger Areas.</p>	MI13
<p>1. Look at what kind of final approach track is required. A08 NE A should be more east rather than NE.</p> <p>2. No.</p>	<p>BOH acknowledges the feedback. The final approach track is unlikely to differ from the current operation, as options are represented as broad swathes at this stage rather than fixed routes. Detailed alignment will be defined at Stage 3 when procedure design is undertaken.</p>	LC09

Table 67: Stakeholder Feedback Northeast Design Envelope – November 2023

Comment	Response	Stakeholder
<p>The NERL airspace design team expressed concern regarding the arrival swathes. The example below shows a pale blue baseline swathe. The 'Do minimum' option appears to indicate that the arrival STAR/Transition would be wholly contained within the narrow, dark blue area rather than simply stating that an arrival route would be somewhere within the baseline swathe. Our concern is that this could constrain the inbound route and limit flexibility.</p>	<p>BOH acknowledges NERL's feedback. The Do-Minimum option was intended to represent a refinement of the baseline rather than a fixed route, and not to constrain the final STAR or transition design. The depiction will be clarified in future materials to emphasise that final route placement will remain flexible within the overall swathe, consistent with the CAP1616 Stage 3 design process.</p>	AV12

Table 68: Stakeholder Feedback Northeast Design Envelope – October 2025

- 7.7.5. Feedback from the Stakeholder Safety Assurance meeting for the Northeast was as follows:
Option A – FUA and CAS issues again. Not a safety issue. Option C, low level interaction with

SOU. From a network level no issues. Climb gradients realistically achieved, up to 5.5 gradient is acceptable for most aircraft, above this airlines need to be engaged with. All options in this design envelope will be progressed.

7.7.6. Option A08-NE-B Baseline

Comment	Response	Stakeholder
Yes.	Noted	AV01
Yes.	Noted	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes; More CAS would be an issue for GA and Gliding, so we would object to the route.	BOH disagrees. This option represents the Baseline and is therefore assessed as fully met, as no new volume of controlled airspace would be required and existing access for GA and gliding activity would remain unchanged.	GA06

Comment	Response	Stakeholder
DP9/DP10- f you progress Option B and you can enable guaranteed CCO CDO to stay c.FL90 and above over Southampton that would be optimal. This should be easier when Bournemouth is on easterlies.	BOH agrees, and this is reflected in the assessment. DP9 (Systemisation) and DP10 (Independence) are both assessed as Amber, recognising that maintaining continuous climb and descent operations (CCO/CDO) at around FL90 and above over Southampton would be optimal. This is expected to be more achievable when Bournemouth is operating on easterlies, and will be explored further at Stage 3 as procedures and coordination arrangements are refined.	AP07

Table 69: Stakeholder Feedback Northeast Design Envelope - Swathe B - December 2022

Full Design Principle Assessment

A08-NE-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				

A08-NE-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 70: Option A08-NE-B Baseline DP Assessment

7.7.7. Option A08-NE-DO MINIMUM

- 7.7.8. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; however, feedback is detailed in the table below.

Comment	Response	Stakeholder
<p>We have identified that proposed arrival envelope A08-NE-DO-MIN would fly over the National Trust's Kingston Lacy Estate and Holt Heath.</p> <p>Kingston Lacy has significant heritage assets including the Grade I mansion house, Grade II Registered Park and Garden and is a major visitor attraction open to the public. Holt Heath is one of the largest areas of lowland heathland in Dorset, and is a National Nature Reserve with several nature conservation designations (SSSI, SPA, SAC).</p>	<p>BOH acknowledges the comments regarding potential effects on tranquillity and the natural and cultural heritage of Kingston Lacy Estate and Holt Heath. These locations are recognised for their high environmental and heritage value, and DP4 (Tranquillity) has been assessed as Amber, reflecting both the sensitivity of these areas and the expectation that impacts are broadly comparable to current operations. The Do-Minimum option represents a refinement of today's operation through the introduction of RNAV procedures rather than a new or materially altered flight path. More detailed consideration of potential effects on designated heritage and nature conservation sites will be undertaken at Stage 3, when route centrelines are defined and the environmental assessment is expanded in the Full Options Appraisal (FOA).</p>	LO21

Table 71: Stakeholder Feedback Northeast Design Envelope - DO MIN - October 2025

Full Design Principle Assessment

A08-NE-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.	

A08-NE-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.	
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.	
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.	
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	

A08-NE-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 72: Option A08-NE-DO MIN DP Assessment

7.7.9. Option A08-NE-A

Comment	Response	Stakeholder
Yes.	Noted	AV01
Yes.	Noted	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Red to reflect the significant overflight of the NP.	EB05
Yes; More CAS would be an issue for GA and Gliding, so we would object to this route.	BOH acknowledges the feedback. DP6 (Airspace Dimensions) remains assessed as Amber, reflecting the requirement for additional controlled airspace and recognising the potential impact on GA and gliding activity while noting that this can be managed through further coordination at Stage 3.	GA06

Table 73: Stakeholder Feedback Northeast Design Envelope - Swathe A - December 2022

Comment	Response	Stakeholder
Option AO8-NE-A is rightly highlighted as increasing overflying over the northern areas of the National Park, with detrimental impacts on tranquillity. This area of the New Forest includes some of the most tranquil areas of the Park, as illustrated by the New Forest National Park tranquillity mapping available at Tranquillity mapping - New Forest National Park Authority and therefore we endorse the conclusions reached for this option.	DP4 (Tranquillity) has been reassessed to reflect overflight of tranquil areas. This option would overly a different section but a similar amount of the NP. However, in response to the feedback in the last two engagement rounds this is accepted and assessed as Red.	EB18
<p>Although no change is proposed for the North East Design Envelope (AO8-NE-A) arrivals to Bournemouth Airport via this route, planes fly right over Mottisfont and Bramshaw Common in Hampshire. Mottisfont Abbey is a Grade I listed building and therefore a building of national importance... Bramshaw Common includes the second highest point in the New Forest National Park... this historic landscape enjoyed by many for its tranquillity.</p> <p>With Bournemouth Airport's significant investment in infrastructure there is a substantial risk that flights will be increased over these important National Trust assets, which will likely result in negative impacts on tranquillity and people's enjoyment of these special places.</p>	BOH acknowledges the comments regarding potential tranquillity and heritage impacts over Mottisfont Abbey and Bramshaw Common. The Airport recognises the cultural and historical importance of these sites and agrees that detailed consideration of potential effects on heritage assets and the visitor experience will be undertaken at Stage 3, when route centrelines are refined, and the environmental assessment is expanded. At this conceptual Stage 2 level, DP4 (Tranquillity) has been assessed as Amber to reflect the sensitivity of the area; further appraisal of specific heritage and cultural features will be incorporated into the Full Options Appraisal (FOA) in accordance with CAP 1616 and national heritage assessment guidance.	LO21

Table 74: Stakeholder Feedback Northeast Design Envelope - Swathe A - October 2025

Full Design Principle Assessment

A08-NE-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met as the impact of aircraft noise is no different than today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as not met due to direct and significant overflight of some sensitive areas, such as AONBs and/or NP. This option would see traffic overflying a greater and more tranquil area of the New Forest National Park.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as this option could help to reduce complexity as it moves traffic further north, away from Southampton Airport and the congested area around SAM				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				

A08-NE-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help improve systemisation as it moves traffic further north, away from Southampton Airport and the congested area surrounding it associated with the LTMA traffic, reducing the need for coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 75: Option A08-NE-A DP Assessment

7.7.10. Option A08-NE-C

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes	Noted	AV02

Comment	Response	Stakeholder
Yes.	Noted	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes; More CAS would be an issue for GA and Gliding, so we would object to the route.	BOH disagrees. DP6 (Airspace Dimensions) is assessed as Green, as this option would not require any additional controlled airspace beyond the current structure, and therefore no further impact on GA or gliding activity is anticipated.	GA06

Table 76: Stakeholder Feedback Northeast Design Envelope - Swathe A - December 2022

Full Design Principle Assessment

A08-NE-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				

A08-NE-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				

A08-NE-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 77: Option A08-NE-C DP Assessment

7.7.11. Summary of Stakeholder Feedback – A08 NE Arrivals

7.7.12. Stakeholders raised concerns that options within the North-East Arrivals envelope would overfly parts of the New Forest NP, including areas identified as particularly tranquil in the NFNPA Tranquillity Mapping. MOD feedback noted potential impacts on freedom of manoeuvre for military aircraft operating from Boscombe Down and Odiham. Environmental bodies emphasised the need for overflight of the NP below 7,000 ft to be explicitly recognised in the assessments.

7.7.13. It was acknowledged that overflight of the NP is a key environmental consideration, and that greater clarity was needed regarding how tranquillity impacts differ between options. Stakeholders also sought confirmation that airspace interactions would be reviewed as part of the Stage 3 route refinement process.

7.7.14. DP4 (Tranquillity) was reassessed to Red for Option A to reflect direct overflight of the NP, particularly in its more tranquil northern sections. Other options were retained as Amber to acknowledge overflight of less sensitive areas. For Option A, DP6 (Airspace Dimensions) and DP1 (Safety) remained Amber to reflect potential proximity to Danger Areas and minor CAS amendments. Further modelling and refinement of track placement relative to the NP will be undertaken at Stage 3.

7.8. Southeast Design Envelope Arrivals 08

7.8.1. The Southeast design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, feedback was received for this design envelope and is presented in the relevant sections.

7.8.2. No changes other than the introduction of the Do Minimum Option has been made since the second engagement round.

7.8.3. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

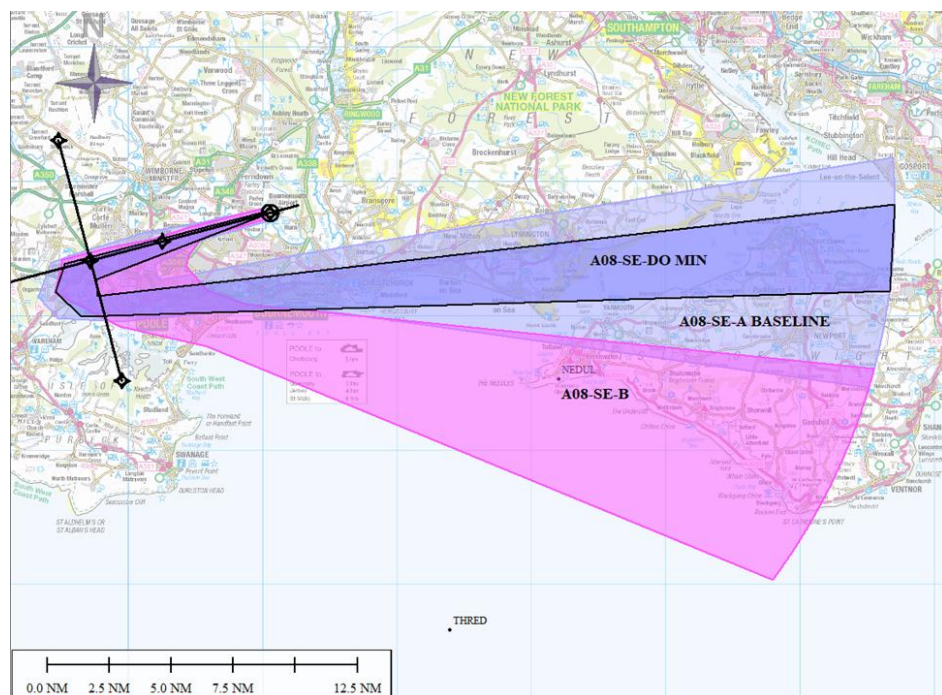


Figure 88: Southeast Design Envelope – 08 Arrivals

7.8.4. The questions posed for the Southeast design envelope in the second round were as follows:

1. Do you have any comments about the options?
2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
1 Appear to involve turns west of the airport but in these cases they appear to be south of CCAONB.	The Baseline and options within the A08-SE DE do overfly parts of the Dorset AONB; however, these tracks are broadly consistent with today's arrival patterns. The options are therefore assessed as Amber for DP4 (Tranquillity), acknowledging the sensitivity of the AONB while recognising that the level of overflight is comparable to current operations.	EB08
1 No. 2 Yes.	Noted	LO11
1 No comments. 2 DP4: no mention of National Park or AONB.	DP4 (Tranquillity) has been updated to include reference to the New Forest NP and AONB. All options, including the Baseline and Do-Minimum, are assessed as Amber to reflect this feedback and the potential for overflight of these designated landscapes.	AV12
1 No. 2 Yes.	Noted	EB14
1 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. 2 Yes.	The option within the South-East Design Envelope (Option B) has been assessed as Amber for DPD6 (Airspace Dimensions) to reflect the potential increase in controlled airspace required for containment. Further coordination with the MOD will take place at Stage 3 to ensure operational flexibility is maintained. The Baseline and Do-Minimum options are assessed as Green for DP6, as they reflect today's operations with no additional airspace anticipated	MI13
1 No. 2 Yes.	Noted	LC09

Table 78: Stakeholder Feedback Southeast Design Envelope – November 2023

- 7.8.5. Feedback from the Stakeholder Safety Assurance meeting for the Southeast was as follows:
Option B is a strange orientation against the DA. This is the main consideration. If arrivals come from a south-westerly position, then this could be progressed.

7.8.6. Option A08-SE-A Baseline

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes.	Noted	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04
Option A 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.	The assessment for DP4 (Tranquillity) has been changed to Amber to reflect overflight of tranquil areas, however this option (B) does not fly over the NP. BOH disagree that option B would fly over more populated areas. Using Population Centroid data (see IOA for more information) option B overflies significantly fewer communities than the baseline (A).	EB05
Yes.	Noted	GA06

Comment	Response	Stakeholder
Low impact for Southampton especially if you can guarantee CCO/CDO above FL90	BOH agrees. The impact on Southampton is expected to be low, particularly if continuous climb and descent operations (CCO/CDO) can be maintained above FL90. DP9 (Systemisation) and DP10 (Independence) are both assessed as Amber, as while the option integrates with the en-route network, it may not reduce the need for tactical coordination, and the current operational dependencies would largely remain unchanged.	AP07

Table 79: Stakeholder Feedback Southeast Design Envelope - Swathe C - December 2022

Full Design Principle Assessment

A08-SE-A Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				

A08-SE-A Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.				

A08-SE-A Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 80: Option A08-SE-A Baseline DP Assessment

7.8.7. Option A08-SE-DO MINIMUM

7.8.8. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; feedback is detailed in the table below.

Comment	Response	Stakeholder
<p>We have identified that proposal A08-SE-Do-MIN arrivals route into Bournemouth Airport will fly over National Trust land at Newtown on the Isle of Wight. The National Trust are the owners and custodians of a number of properties at Newtown on the Isle of Wight, including Newtown River... Newtown National Nature Reserve, a safe haven for over-wintering migrating birds.</p> <p>Consideration should be given to moving the proposed Envelope A08-SE-Do-MIN South over the sea to mitigate effects upon this sensitive area for biodiversity.</p>	<p>BOH acknowledges the National comments regarding potential impacts on tranquillity, heritage assets, and nature conservation designations associated with the identified options. The DP relating to tranquillity (DP4) and overflight (DP2) have already been assessed as Amber reflecting the sensitivity of the affected areas, including National Trust land and designated landscapes. Potential biodiversity and ecological effects are addressed within the Initial Options Appraisal (IOA), which provides the appropriate framework for assessing impacts on protected sites and species in accordance with CAP 1616 and relevant environmental legislation.</p>	LO21

Table 81: Stakeholder Feedback Southeast Design Envelope - DO MIN - October 2025

Full Design Principle Assessment

A08-SE-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.	
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.	
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.	
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.	
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	

A08-SE-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 82: Option A08-SE-DO MIN DP Assessment

7.8.9. Option A08-SE-B

Comment	Response	Stakeholder
Yes.	Noted	AV01
Yes.	Noted	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04
Option A 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.	The assessment for DP4 (Tranquillity) has been changed to Amber to reflect overflight of tranquil areas, however this option (B) does not fly over the NP. BOH disagree that option B would fly over more populated areas. Using Population Centroid data (see IOA for more information) option B overflies significantly fewer communities than the baseline (A).	EB05

Comment	Response	Stakeholder
Low impact for Southampton especially if you can guarantee CCO/CDO above FL90	BOH agrees. The impact on Southampton is expected to be low, particularly if CCO/CDO can be maintained above FL90. DP9 (Systemisation) is assessed as Green, as this option could improve systemisation by moving traffic further south, away from Southampton Airport and LTMA flows, thereby reducing the need for tactical coordination. DP10 (Independence) is assessed as Amber, as further work will be required to deconflict routes with Southampton Airport and Solent Radar, enabling access to controlled airspace independently of the Southampton Radar Service.	AP07

Table 83: Stakeholder Feedback Southeast Design Envelope - Swathe D - December 2022

Full Design Principle Assessment

A08-SE-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as fully met as the number of people overflown has the potential to be reduced. . There would be a much lower population density overflown at higher altitudes.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as fully met as the number of people overflown has the potential to be reduced. There would be a much lower population density overflown at higher altitudes.				

A08-SE-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required depending on final route placements within this swathe.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help improve systemisation as it moves traffic further south, away from Southampton Airport and LTMA traffic, reducing the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without an adverse impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.				

A08-SE-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 84: Option A08-SE-B DP Assessment

7.8.10. Summary of Stakeholder Feedback – A08 SE Arrivals

- 7.8.11. Stakeholders, including the National Trust and local authorities, noted that the south-eastern arrival options could overfly Brownsea Island, the Studland Peninsula, and parts of the Dorset National Landscape (AONB) and Jurassic Coast World Heritage Site. These areas are valued for their ecological sensitivity and tranquillity. MOD representatives also noted potential interactions with the South Coast Danger Areas and requested coordination to ensure safe integration with existing military operations.
- 7.8.12. Stakeholders asked that the assessment for DP4 (Tranquillity) explicitly recognise the potential for adverse impacts on these designated and recreationally important landscapes, even though overflight would generally occur at higher altitudes. The need for clear differentiation between current baseline overflight and proposed changes was also raised.
- 7.8.13. DP4 (Tranquillity) was retained as Amber across all options to reflect the sensitivity of the Dorset AONB and coastal heritage landscapes. The assessment of tranquillity and visual amenity effects, particularly for Brownsea Island and Studland, will be undertaken at Stage 3 when route centrelines and altitudes are defined.

7.9. South Design Envelope Arrivals 08

- 7.9.1. The South design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, feedback is detailed in the relevant section.
- 7.9.2. No changes other than the introduction of the Do Minimum Option has been made since the second engagement round.
- 7.9.3. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

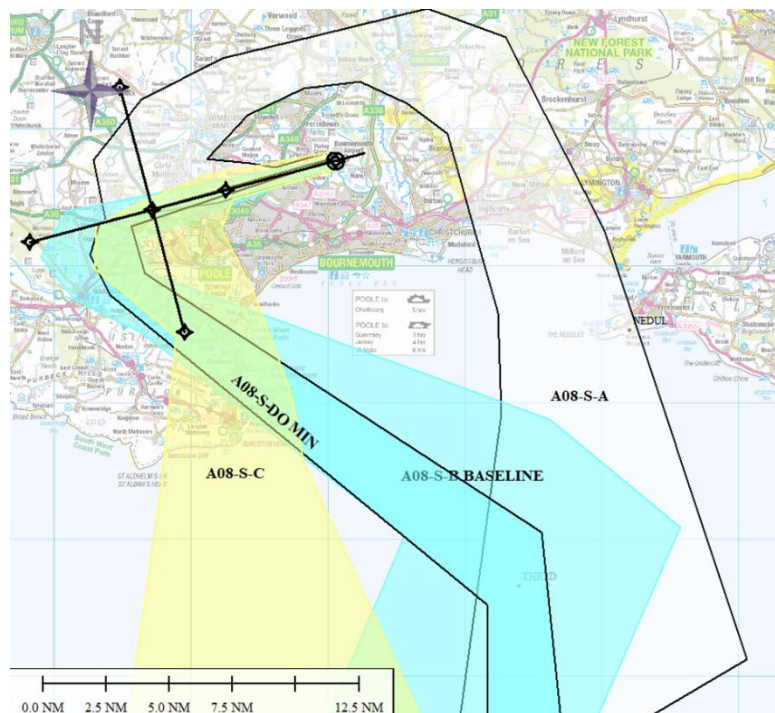


Figure 89: South Design Envelope – 08 Arrivals

- 7.9.4. The questions posed for the South design envelope in the second round were as follows:
1. Do you have any comments about the options?
 2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
1 & 2 See above 29. (These largely avoid CCAONB although A appears to have the capacity to loop over this AONB.)	The Baseline, Do-Minimum, and Option C are assessed as Amber for DP4 (Tranquillity), reflecting limited overflight of the AONB consistent with existing operations. Option A is assessed as Red for DP4, as it has greater potential for significant overflight of the AONB (and NP) and corresponding impacts on tranquillity and landscape sensitivity.	EB08
1. No. 2. Yes.	Noted	LO11
1. No comments. 2. Yes.	Noted	AV12
1. No. 2. No.	Noted	EB14
1. 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. 2. Yes.	All options within the South Design Envelope, including the Baseline, have been assessed as Amber for DP6 (Airspace Dimensions) to reflect the potential increase in controlled airspace required for containment and the need for continued coordination with the MOD to maintain operational flexibility during Stage 3 route refinement.	MI13
1. Again, wrap around approaches need more careful consideration. 2. Yes.	BOH acknowledges the continued feedback regarding the southern wraparound routing. DP2 (Overflight), DP3 (Noise Footprint), DP5 (Emissions and Air Quality), and DP11 (Operational Cost) have all been assessed as Red for A08-S-A, reflecting increased overflight of populated areas, higher fuel burn and emissions, and greater noise and cost impacts resulting from the longer, less efficient routing from the south.	LC09

Table 85: Stakeholder Feedback South Design Envelope – November 2023

- 7.9.5. Feedback from the Stakeholder Safety Assurance meeting for the South was as follows:
Option C same applies as earlier with the departure of 26. Option will probably rule itself out as is probably not achievable. Also issues with C regarding the DA.

7.9.6. Option A08-S-B Baseline

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes	Noted	AV02
No; DP6 Amber - may need additional CAS to the west to prevent aircraft leaving CAS as they pass 5500ft.	BOH agrees. DP6 (Airspace Dimensions) is assessed as Amber to reflect feedback that additional controlled airspace may be required to the west to prevent aircraft from leaving CAS as they descend through 5,500 ft.	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes.	Noted	GA06

Table 86: Stakeholder Feedback South Design Envelope - Swathe B - December 2022

Full Design Principle Assessment

A08-S-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				

A08-S-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged. This option would provide limited opportunity to establish independence from Southampton Airport and Solent Radar.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 87: Option A08-S-B Baseline DP Assessment

7.9.7. Option A08-S-DO MINIMUM

7.9.8. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; however, no feedback was received specifically relating to the Do-Minimum option.

7.9.9.

Full Design Principle Assessment

A08-S-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.	
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.	
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required.	
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.	

A08-S-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 88: Option A08-S-DO MIN DP Assessment

7.9.10. Option A08-S-A

Comment	Response	Stakeholder
Yes.	Noted	AV01
No; DP11-extra track miles, DP2 increased overflight.	BOH agrees. DP2 (Overflight) remains assessed as Red due to the increased number of communities overflown, and DP11 (Operational Cost) has been amended to Red to reflect the additional track miles identified in the feedback, which would increase operating costs.	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05

Comment	Response	Stakeholder
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.	DP 5 (Emissions and Air Quality) & 11 (Operational Cost) have been assessed as Red due to extra track miles.	GA06
DP9/DP10- Staying west of Lymington could/would be optimal.	BOH agrees. Remaining west of Lymington would be operationally optimal. DP9 (Systemisation) and DP10 (Independence) are both assessed as Amber, as while the option integrates with the en-route network, it may not reduce the need for tactical coordination, and the current operational dependencies would largely remain unchanged.	AP07

Table 89: Stakeholder Feedback South Design Envelope - Swathe A - December 2022

Full Design Principle Assessment

A08-S-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as depending on final track placement the route could interact with the Portsmouth DA (EG D036).				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. This option would overfly more communities due to the wrap around.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). This option would overfly more communities due to the wrap around.				

A08-S-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as not met due to direct and significant overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to the significant increase in track miles meaning this option has the potential to increase CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in CAS could be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration. This option is likely to contribute to an increase in complexity, as the airspace to the east of Bournemouth Airport sees more traffic than to the west.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination due to the wrap around creating a significantly longer route and taking traffic to the east of Bournemouth Airport in closer proximity to Southampton Airport and LTMA traffic.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged. This option would provide limited opportunity to establish independence from Southampton Airport and Solent Radar.				

A08-S-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 90: Option A08-S-A DP Assessment

7.9.11. Option A08-S-C

Comment	Response	Stakeholder
Yes	Noted	AV01
Yes.	Noted	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05

Comment	Response	Stakeholder
Yes; More CAS would be an issue for GA and Gliding(Dorset Gliding Club), so we would object to the route.	BOH agree however DP6 (Airspace Dimensions) is already assessed as Amber to reflect the increased CAS requirement.	GA06

Table 91: Stakeholder Feedback South Design Envelope - Swathe C - December 2022

Comment	Response	Stakeholder
<p>We have also identified that proposed arrival envelope A08-S-C would overfly Brownsea Island and the Studland Peninsula. Both of these lie within the Dorset National Landscape, and are the subject of several ecological designations (SSSI, SPA, SAC, etc.).</p> <p>Part of Brownsea Island is a Registered Park and Garden and the southern part of Studland Bay forms part of the Jurassic Coast World Heritage Site.</p> <p>We would ask that the impacts on these places – in particular on their relative tranquillity – be taken into consideration as part of the assessment of options.</p>	<p>BOH acknowledges the comments regarding potential effects on tranquillity and the environmental and heritage designations associated with Brownsea Island and the Studland Peninsula, including the Dorset National Landscape and Jurassic Coast World Heritage Site. DP4 (Tranquillity) has been assessed as Amber, reflecting the sensitivity of these areas while recognising that this option closely aligns with existing operational patterns. Detailed consideration of potential impacts on protected landscapes and designated ecological sites will be undertaken at Stage 3, when specific route centrelines are developed and the environmental assessment is expanded through the Full Options Appraisal (FOA) in accordance with CAP 1616 and relevant statutory guidance.</p>	LO21

Table 92: Stakeholder Feedback South Design Envelope - Swathe C - October 2025

Full Design Principle Assessment

A08-S-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as depending on final track placement, this option could see penetration of danger areas - EG D31 Portland and EG D26 Lulworth.				

A08-S-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. This option would overfly more and different communities at lower level.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2).				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions. Possible benefit due to more direct route to the south.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				

A08-S-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help improve systemisation as it moves traffic further to the west of Bournemouth Airport which sees less operational traffic and could reduce the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal, and potentially improved, however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 93: Option A08-S-C DP Assessment

7.9.12. Summary of Stakeholder Feedback – A08 S Arrivals

- 7.9.13. Stakeholders highlighted that southern arrival routes would overfly the New Forest NP and coastal sections of the Dorset AONB, where tranquillity is a defining landscape characteristic. The MOD commented that depending on levels and activity periods, these routes might interact with the Portland and Lulworth Danger Areas. Local councils queried whether alternative routings further offshore could reduce overflight of sensitive areas.
- 7.9.14. Stakeholders sought assurance that potential environmental impacts, particularly on tranquillity, were being consistently recognised across all southern options. The need for alignment with existing airspace boundaries and coordination with MOD operations was also emphasised.
- 7.9.15. DP4 (Tranquillity) was assessed as Amber or Red across all options, reflecting the potential for overflight of the NP and AONB. DP1 (Safety) remained Amber for Options A & C due to proximity to the South Coast Danger Areas, and DP6 (Airspace Dimensions) was retained as Amber to reflect possible CAS adjustments at lower altitudes. Further mitigation will be considered at Stage 3.

7.10. Northwest Design Envelope Departures 26

- 7.10.1. The Northwest design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the revised baselines and newly introduced Do-Minimum options, as the baselines were removed and no Do Minimum options introduced for this design envelope, no feedback was sought or received.
- 7.10.2. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

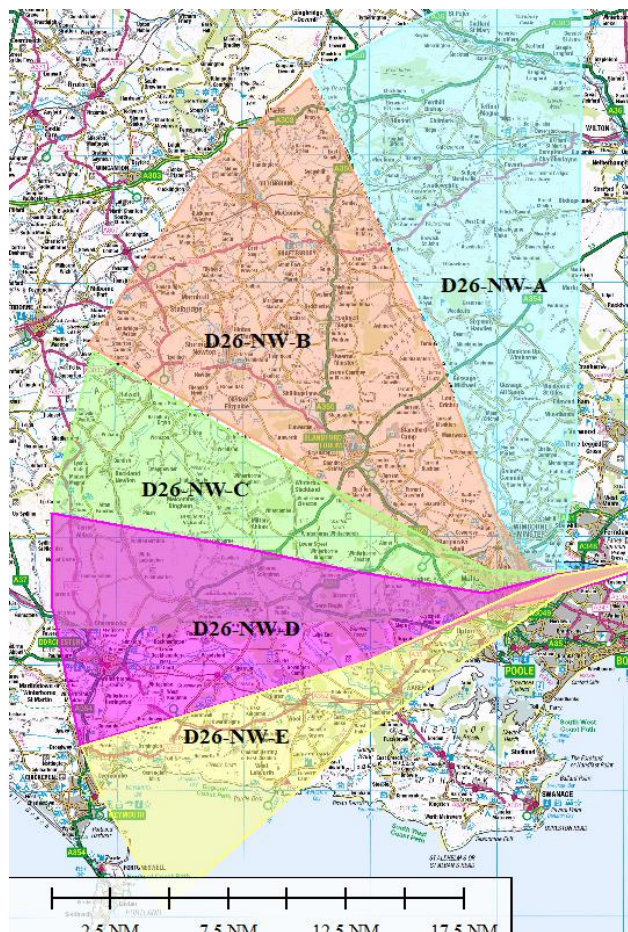


Figure 90: Northwest Design Envelope – D26 Departures

- 7.10.3. The questions posed for the Northwest design envelope in the second round were as follows:

1. Do you have any comments about the options?
2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
1. 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. The routes actually, rather than potentially, overfly CCAONB.;	BOH acknowledges the comments regarding the potential overflight of the CCAONB. Options A, B, and C have been assessed accordingly (all Amber) for DP5 (Tranquillity) to reflect their potential impact on the AONB's tranquillity and landscape character. The assessment of overflight within this area is considered accurate, and further detailed appraisal will be undertaken at Stage 3 once route centrelines are defined to ensure any potential effects on the AONB are minimised.	EB08
1. No. 2 Yes.	Noted	LO11
1. Would have been helpful to display this on a current airspace map to consider the adjacent SUAs. All options will require additional CAS. 2 No; DP6 additional CAS not referenced.	BOH acknowledges the feedback regarding the display of current airspace and adjacent SUAs. Options are shown over En-Route (ENR) charts in Section 4 for reference. DP6 (Airspace Dimensions) has been updated to reference the requirement for additional controlled airspace, with options in this DE assessed as either Red or Amber to reflect this.	AV12
1. No. 2 Yes.	Noted	EB14

Comment	Response	Stakeholder
<p>1. 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 NAS Yeovilton, MOD Boscombe Down and RAF Odiham and Benson. It could also affect existing MOD Danger Areas.</p> <p>2 Yes, under the assumption that there is no more controlled airspace required.</p>	<p>1. All swathes within the NW DE are assessed as Red or Amber for DP6 (Airspace Dimensions) to reflect the potential increase in controlled airspace and associated constraints. Further coordination with the MOD and NERL will take place at Stage 3 when route centrelines and containment requirements are defined.</p>	MI13
1. No. 2 Yes	Noted	LC09

Table 94: Stakeholder Feedback Northwest Design Envelope – November 2023

- 7.10.4. Feedback from the Stakeholder Safety Assurance meeting for the Northwest was as follows: *From a network perspective there is no connectivity, the proximity to the SUAs is a challenge, there is no driver from the en-route environment to progress these options. Very little consequence if these are not progressed.*

7.10.5. Option D26-NW-A

Survey Question

‘Runway 26 – Northwest

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 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01

Comment	Response	Stakeholder
No; DP11- additional track miles departing West. DP1 -Salisbury Danger areas.	BOH agrees. DP1 (Safety) and DP11 (Operational Cost) are both assessed as Red to reflect the potential interaction with the Salisbury Danger Areas and the additional track miles required when departing west.	AV02
Yes; DP4 incorrectly labelled, should be Cranborne Chase	The reference under DP4 (Tranquillity) has been corrected to ensure the assessment accurately reflects the appropriate designated landscape.	AV03
Yes	Noted	MI04
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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes	Noted	GA06

Table 95: Stakeholder Feedback Northwest Design Envelope - Swathe A - December 2022

Full Design Principle Assessment

D26-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as not met as depending on final track placement, this option could see penetration of danger areas EG D122. Additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight – The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown, although the area to the north of the airport is much less densely populated than the area to the south.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity – Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions.				

D26-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as not met as additional controlled airspace and amendments to the current FUA would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as will result in changes to the controlled airspace configuration. This option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				

D26-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 96: Option D26-NW-A DP Assessment

7.10.6. Option D26-NW-B

Survey Question

‘Runway 26 – Northwest

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 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
Yes.	Noted	AV01
No; DP11- additional track miles departing West. DP1 - Salisbury Danger areas.	BOH agrees. DP1 (Safety) and DP11 (Operational Cost) are both assessed as Red to reflect the potential interaction with the Salisbury Danger Areas and the additional track miles required when departing west.	AV02
DP4 incorrectly labelled, should be Cranborne Chase.	The reference under DP4 (Tranquillity) has been corrected to ensure the assessment accurately reflects the appropriate designated landscape.	AV03
Yes.	Noted	MI04

Comment	Response	Stakeholder
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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes.	Noted	GA06

Table 97: Stakeholder Feedback Northwest Design Envelope - Swathe B - December 2022

Full Design Principle Assessment

D26-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as not met as depending on final track placement, this option could see penetration of danger areas EG D122. Additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown, although the area to the north of the airport is much less densely populated than the area to the south.				

D26-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions. This option would mean extra track miles for any westbound departures.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as not met as significant additional controlled airspace would be required to contain the option. Additional controlled airspace and amendments to the current FUA would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as will result in changes to the controlled airspace configuration. This option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				

D26-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 98: Option D26-NW-B DP Assessment

7.10.7. Option D26-NW-C

Survey Question

‘Runway 26 – Northwest

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 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
Yes.	Noted	AV01
Yes.	Noted	AV02
No; DP6 Amber - may require additional CAS.	DP6 (Airspace Dimensions) is now assessed as Amber to reflect feedback that additional controlled airspace may be required for D26 NW C.	AV03
Yes	Noted	MI04
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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes.	Noted	GA06

Table 99: Stakeholder Feedback Northwest Design Envelope - Swathe C - December 2022

Full Design Principle Assessment

D26-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions. This route would be reasonably direct for westbound departures so would meet the requirements for this DP.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required. Additional controlled airspace and amendments to the current FUA may be required with this option, impacting on current GA traffic				

D26-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal, and potentially improved, however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 100: Option D26-NW-C DP Assessment

7.10.8. Option D26-NW-D

Survey Question

‘Runway 26 – Northwest

Do you think we have correctly applied the Design Principles to swathe **26-NW-D**?

If no, please provide the Design Principle number and reason in the free text 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
Yes.	Noted	AV01
Yes.	Noted	AV02
No; DP6 Amber - may require additional CAS.	DP6 (Airspace Dimensions) is now assessed as Amber to reflect feedback that additional controlled airspace may be required for D26 NW D.	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes.	Noted	GA06

Table 101: Stakeholder Feedback Northwest Design Envelope - Swathe D - December 2022

Full Design Principle Assessment

D26-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as additional controlled airspace may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions. This route would be reasonably direct for westbound departures so would meet the requirements for this DP.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace would be required with this option, impacting on current GA traffic				

D26-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration. This option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal, and potentially improved, however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 102: Option D26-NW-D DP Assessment

7.10.9. Option D26-NW-E

Survey Question

'Runway 26 – Northwest

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 'other' field.'

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
Yes.	Noted	AV01
Yes.	Noted	AV02
No; DP1 Red- Beyond the orange line the route would extend directly into the Portland Danger Area.	BOH agrees. DP1 (Safety) remains assessed as Red. The extended route beyond the swathe would penetrate the Portland Danger Area; however, this section is above 7,000 ft and therefore beyond the scope of this ACP.	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes.	Noted	GA06

Table 103: Stakeholder Feedback Northwest Design Envelope - Swathe E - December 2022

Full Design Principle Assessment

D26-NW-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as not met as depending on final track placement, this option could see penetration of danger areas D21/D31 Portland and EG D26 Lulworth. Additional controlled airspace may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace would be required with this option, impacting on current GA traffic				

D26-NW-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration. This option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 104: Option D26-NW-E DP Assessment

7.10.10. Summary of Stakeholder Feedback – D26 NW Departures

- 7.10.11. Stakeholders raised concerns that options A, B, and C would continue to overfly the CCAONB and that this would conflict with the AONB's defining characteristic of tranquillity. Environmental representatives emphasised that routes should avoid sustained overflight of the CCAONB wherever feasible. MOD and NERL feedback highlighted that several options could interact with South Coast danger areas (EG D031 Portland and EG D026 Lulworth).
- 7.10.12. It was acknowledged that stakeholders wanted the DPE to clearly differentiate options by the degree and altitude of overflight, and to recognise cumulative tranquillity impacts where relevant. MOD concerns regarding controlled airspace (CAS) and FUA arrangements were also noted as requiring further analysis at Stage 3.
- 7.10.13. DP4 (Tranquillity) was set at Amber for this DE to acknowledge potential overflight of designated and otherwise tranquil areas. DP1 (Safety) and DP6 (Airspace Dimensions) were maintained at Amber or Red to reflect proximity to danger areas and the likelihood that additional CAS may be needed depending on final route placement. The DPE confirms further route refinement and vertical separation analysis will occur at Stage 3.

7.11. East Design Envelope Departures 26

- 7.11.1. Options A and C were formerly on the Northeast envelope, options D and E were formally in the Southeast envelope. This envelope has been merged to form one East envelope. Option A in the former SE envelope is now option D in the new East envelope, and Option B from the former SE envelope is now option E in the new East envelope. Option B from the former NE envelope is now option C (there is no option B in this design envelope). The feedback has been carefully managed to ensure the correct feedback is examined for the correct option.
- 7.11.2. The swathes for the East design envelope were presented to stakeholders (note 6.11.2) at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, no further feedback was received for this design envelope.
- 7.11.3. The baseline swathe was extended slightly to the south to incorporate departures routing directly to the east and to more accurately reflect observed traffic patterns.
- 7.11.4. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

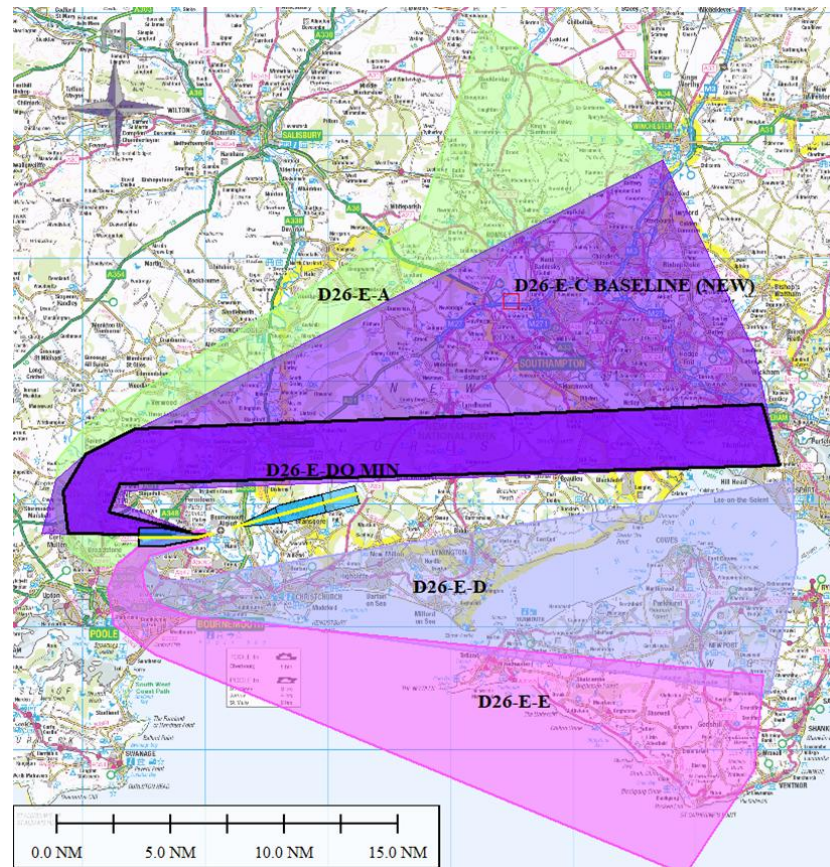


Figure 91: East Design Envelope – D26 Departures

7.11.5. The questions posed for the East design envelope in the second round were as follows:

1. Do you have any comments about the options?
2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
1. There still appear to be overflights of CCAONB in the turning areas west of the airport.	BOH acknowledges the comments regarding potential overflight of the CCAONB in the turning areas west of the airport. The Baseline and Do-Minimum options are assessed as Amber for DP4 (Tranquillity), reflecting limited overflight broadly consistent with current operations. Option A is assessed as Red to reflect the increased potential for significant overflight of the CCAONB and associated tranquillity impacts. Options D and E are assessed as Amber, acknowledging some potential for overflight but reduced relative to Option A. Further refinement at Stage 3 will aim to minimise any overflight of the CCAONB wherever practicable.	EB08
1. None. 2. Yes	Noted	LO11
1. General Comment: Use of White to highlight a swathe make it challenging to interpret to the maps. 2 No; with no assessment criteria this is difficult to assess.	There is no white swathe within this design envelope; however, a swathe from another design envelope was visible in the images previously presented to stakeholders. This has now been removed for clarity.	AV12
1. 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. 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.	BOH agree, the NP has been included in the qualitative assessment description. The assessment for DP4 (Tranquillity) has been changed to Amber, except for Option A (Red) to reflect overflight of tranquil areas. Option A is assessed as Red due to previous feedback noting this is a more tranquil part of the NP.	EB14

Comment	Response	Stakeholder
<p>1. 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.</p> <p>2 Yes.</p>	<p>Within the RWY26 East DE, the Baseline and Do-Minimum options are assessed as Green for DP6 (Airspace Dimensions), reflecting today's operations with no additional controlled airspace anticipated. The other options are assessed as Amber to reflect the potential increase in controlled airspace required for containment. Further coordination with the MOD will take place at Stage 3 to ensure operational flexibility is maintained.</p>	MI13
<p>1. See above comment.</p> <p>2 Yes.</p>	Noted	LC09

Table 105: Stakeholder Feedback East Design Envelope – November 2023

7.11.6. Feedback from the Stakeholder Safety Assurance meeting for the East was as follows: *Option A More significantly outside CAS unless there's an airspace change, same conversation regarding FUA. Option D no safety concerns as managed tactically, needs conversation with SOU. To be in keeping with AMS we should be looking to proceduralise. Option E - the proximity to the SUA is very close, option E should be further considered but no safety reason why all should not be progressed.*

7.11.7. Option D26-E-C Baseline

Survey Question

'Runway 26 – Northeast (now East)

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 'other' field.'

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
<p>No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.</p>	<p>This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.</p>	AV01

Comment	Response	Stakeholder
Yes	Noted	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes; More CAS would be an issue for GA and Gliding, so we would object to the route.	BOH disagrees. DP6 (Airspace Dimensions) is assessed as Green, as this option would not require any additional controlled airspace beyond the current structure, and therefore no further impact on GA or gliding activity is anticipated.	GA06

Table 106: Stakeholder Feedback East Design Envelope - Swathe C - December 2022

Full Design Principle Assessment

D26-E-C Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				

D26-E-C Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				

D26-E-C Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 107: Option D26-E-C Baseline DP Assessment

7.11.8. Option D26-E-DO MINIMUM

7.11.9. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; however, no feedback was received specifically relating to the Do-Minimum option.

Full Design Principle Assessment

D26-E-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.	
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.	

D26-E-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.	
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.	
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 108: Option D26-E-DO MIN DP Assessment

7.11.10. Option D26-E-A

Survey Question

'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 'other' field.'

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
Yes.	Noted	AV01
Yes.	Noted	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Red to reflect significant overflight of the NP.	EB05
Yes; More CAS would be an issue for GA and Gliding, so we would object to this route.	BOH agree and this is reflected in the assessment of DP6 (Airspace Dimensions). Objection is noted.	GA06

Table 109: Stakeholder Feedback East Design Envelope - Swathe A - December 2022

Comment	Response	Stakeholder
<p>This area of the New Forest includes some of the most tranquil areas of the Park, as illustrated by the New Forest National Park tranquillity mapping available at Tranquillity mapping - New Forest National Park Authority and therefore we endorse the conclusions reached for this option. The same commentary applies to Option D26-E-A, where the published assessment rightly highlights the impacts on tranquillity from an increase in overflying the south of the New Forest National Park, which again is one of the most tranquil areas of the National Park illustrated in the Authority's tranquillity mapping.</p>	<p>DP4 has been reassessed to reflect overflight of tranquil areas. This option would overly a different section but a similar amount of the NP. However, in response to the feedback in the last two engagement rounds this is accepted and assessed as Red.</p>	<p>EB18</p>

Table 110: Stakeholder Feedback East Design Envelope - Swathe A - October 2025

Full Design Principle Assessment

D26-E-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	<p>Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.</p>	<p>Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.</p>				
2	<p>Overflight- The new procedures should not increase the number of people overflown by aircraft using the Airport.</p>	<p>Assessed as partially met due to the same number of people being overflown as today. There would be no increase in the number of people overflown however the communities overflown would be different with this option from the baseline option.</p>				

D26-E-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as not met due to direct and significant overflight of some sensitive areas, such as AONBs and/or NP. This option would see traffic overflying a different and more tranquil area of the New Forest National Park, a larger portion of the CCAONB could also be overflown.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as this option could help to reduce complexity as it moves traffic further north, away from Southampton Airport and the congested area around SAM.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help improve systemisation as it moves traffic further north, away from Southampton Airport and the congested area surrounding it associated with the LTMA traffic, reducing the need for coordination.				

D26-E-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 111: Option D26-E-A DP Assessment

7.11.11. Option D26-E-D

Survey Question

‘Runway 26 – Southeast

Do you think we have correctly applied the Design Principles to swathe **26-SE-A**? (now **26-E-D**)

If no, please provide the Design Principle number and reason in the free text 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes.	Noted	AV02
Yes.	Noted	AV03

Comment	Response	Stakeholder
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes.	Noted	GA06
Low impact for Southampton especially if you can guarantee CCO/CDO above FL90	BOH agrees. The impact on Southampton is expected to be low, particularly if CCO/CDO can be maintained above FL90. DP9 (Systemisation) is assessed as Green, as this option could improve systemisation by moving traffic further south, away from Southampton Airport and LTMA flows, thereby reducing the need for tactical coordination. DP10 (Independence) is assessed as Amber, as further work will be required to deconflict routes with Southampton Airport and Solent Radar, enabling access to controlled airspace independently of the Southampton Radar Service.	AP07

Table 112: Stakeholder Feedback East Design Envelope - Swathe D - December 2022

Full Design Principle Assessment

D26-E-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. This option would overfly more and different communities due to the left turn out on departure.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). This option would overfly more and different communities due to the left turn out on departure having a greater impact on noise.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP. This option would see traffic overflying a smaller area of the New Forest National Park than current operations.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels. This option could help to reduce complexity as it moves traffic further south, away from Southampton Airport and LTMA traffic.				

D26-E-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help improve systemisation as it moves traffic further south, away from Southampton Airport and LTMA traffic, reducing the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 113: Option D26-E-D DP Assessment

7.11.12. Option D26-E-E

Survey Question

‘Runway 26 – Southeast

Do you think we have correctly applied the Design Principles to swathe **26-SE-B**? (now **26-E-E**)
If no, please provide the Design Principle number and reason in the free text 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
Yes.	Noted	AV01
Yes.	Noted	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04
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 (<i>now E</i>), but this is not captured in the current assessment information.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Low impact for Southampton especially if you can guarantee CCO/CDO above FL90	BOH agree and this is reflected in the assessment of DP10 (Independence) which is Amber to reflect that work would still need to be done to deconflict routes.	AP07

Table 114: Stakeholder Feedback East Design Envelope - Swathe E - December 2022

Full Design Principle Assessment

D26-E-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as this option would route outside controlled airspace and interact with the Portsmouth DA (EG D037).				

D26-E-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. This option would overfly more and different communities due to the left turn out on departure.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). This option would overfly more and different communities due to the left turn out on departure having a greater impact on noise.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP. Although, this option would see a decrease in impact to sites of tranquillity. The New Forest National Park would no longer be overflown. The IoW could see an increase but traffic is expected to be at much higher altitudes.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required depending on final route placements within this swathe.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels. This option could help to reduce complexity as it moves traffic further south, away from Southampton Airport and LTMA traffic.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				

D26-E-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help improve systemisation as it moves traffic further south, away from Southampton Airport and LTMA traffic, reducing the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities..				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 115: Option D26-E-E DP Assessment

7.11.13. Summary of Stakeholder Feedback – D26 E Departures

- 7.11.14. Stakeholders noted that certain options appeared to overfly the CCAONB turning areas west of the airport, and requested that these be shown clearly on airspace maps alongside existing SUAs and CAS boundaries. The MOD highlighted that routes extending eastward could also impact danger area EG D031 (Portland).
- 7.11.15. Stakeholders asked for improved clarity in mapping and confirmation that CCAONB overflight had been captured in DP4, and that airspace complexity and CAS requirements had been consistently assessed.
- 7.11.16. The DPE was updated to confirm that overflight of the CCAONB has been incorporated within DP4 (Tranquillity), which remains Amber for most options and Red for Option A, reflecting its more direct overflight. DP6 (Airspace Dimensions) remains Amber for Options A, D & E, acknowledging the potential need for additional CAS.

7.12. South Design Envelope Departures 26

- 7.12.1. The South design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, no further feedback was received for this design envelope.
- 7.12.2. The baseline was marginally adjusted during the most recent engagement to better reflect observed traffic patterns. Minor refinements were made to the swathe immediately after departure, allowing for an earlier left turn consistent with actual operational behaviour.
- 7.12.3. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

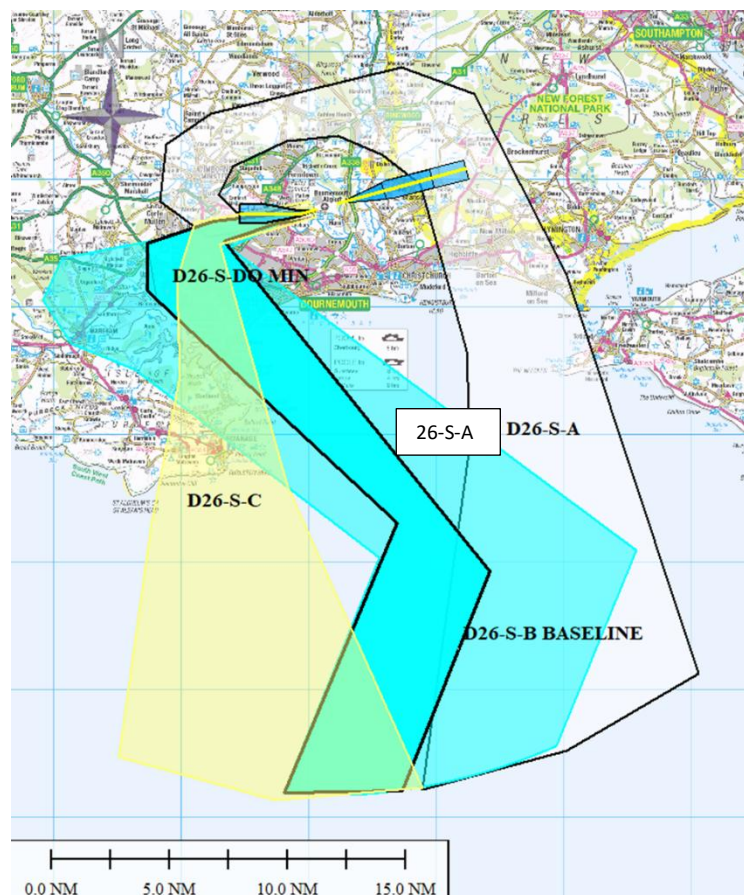


Figure 92: South Design Envelope – D26 Departures

- 7.12.4. The questions posed for the South design envelope in the second round were as follows:
1. Do you have any comments about the options?
 2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
<p>1. 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.</p> <p>2 Yes.</p>	<p>All options (Except A) within the D26 S DE are assessed as Amber for DP4 (Tranquillity), reflecting some potential for overflight of the CCAONB. Option A is assessed as Red to reflect the greater potential for significant overflight of the AONB (and NP) and associated impacts on tranquillity. Further refinement of route alignments at Stage 3 will seek to minimise overflight of the CCAONB wherever practicable.</p>	EB08
<p>1. No. 2 Yes.</p>	Noted	LO11
<p>1. See comments about baseline.</p> <p>2 Yes.</p>	<p>BOH are unsure what this is referring to. This question was posed for the whole design envelope, including the baseline.</p>	AV12
<p>1. No. 2 Yes.</p>	Noted	EB14
<p>1. 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.</p> <p>2 Yes.</p>	<p>All options within the RWY 26 South DE, including the Baseline and Do-Minimum, are assessed as Amber for DP6 (Airspace Dimensions) to reflect the potential increase in controlled airspace required for containment and the proximity of existing Danger Areas. Further coordination with the MOD will take place at Stage 3 to ensure operational flexibility and continued safe access to these areas.</p>	MI13

Comment	Response	Stakeholder
<p>1. 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.</p> <p>2 Yes.</p>	<p>BOH acknowledges the continued feedback regarding the southern wraparound routing. DP2 (Overflight), DP3 (Noise Footprint), DP5 (Emissions and Air Quality), and DP11 (Operational Cost) have all been assessed as Red for D26- S-A, reflecting increased overflight of populated areas, higher fuel burn and emissions, and greater noise and cost impacts resulting from the longer, less efficient routing to the south.</p>	<p>LC09</p>

Table 116: Stakeholder Feedback South Design Envelope – November 2023

- 7.12.5. Feedback from the Stakeholder Safety Assurance meeting for the South was as follows: *Option A, issues with wraparound as previously discussed. Airspace containment is an issue. GA are busy to the north of BOH. This is not a reason to discount. Option C not in CAS and issues with DA. Not clear how clear of the eastern extremity of SUA proximity. Could the baseline be expanded to cover the eastern extremity of option C. C seems to be aiming to achieve a shorter route and should therefore still be considered. B is already outside CAS. It is possible to create a hybrid, i.e., begin with the B route and end up with the C route. Note that the GA density there is quite high.*

7.12.6. Option D26-S-B – Baseline

Survey Question

‘Runway 26 – South

Do you think we have correctly applied the Design Principles to swathe **26-S-B**?

If no, please provide the Design Principle number and reason in the free text 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes	Noted	AV02
No; DP6 Amber - may need additional CAS to the west to prevent aircraft leaving CAS as they pass 5500ft.	BOH agrees. DP6 (Airspace Dimensions) is assessed as Amber to reflect feedback that additional controlled airspace may be required to the west to prevent aircraft from leaving CAS as they descend through 5,500 ft.	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes.	Noted	GA06

Table 117: Stakeholder Feedback South Design Envelope - Swathe B - December 2022

Full Design Principle Assessment

D26-S-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				

D26-S-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged. This option would provide limited opportunity to establish independence from Southampton Airport and Solent Radar.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 118: Option D26-S-B Baseline DP Assessment

7.12.7. Option D26-S-DO MINIMUM

- 7.12.8. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; however, no feedback was received specifically relating to the Do-Minimum option.

Full Design Principle Assessment

D26-S-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.	
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.	
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required.	
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.	
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 119: Option D26-S-DO MIN DP Assessment

7.12.9. Option D26-S-A

Survey Question

'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 'other' field.'

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
Yes.	Noted	AV01
No; DP11-extra track miles,DP2 increased overflight.	BOH agrees. DP2 (Overflight) and DP11 (Operational Cost) are both assessed as Red for the D26-S-A option, reflecting the increased overflight of communities and the additional track miles associated with this route.	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04
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.	The assessment of DP4 (Tranquillity) remains Red to reflect significant and new overflight of the NP.	EB05

Comment	Response	Stakeholder
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.	DP 5 (Emissions and Air Quality) & 11 (Operational Cost) have been assessed as Red due to extra track miles. Additional airspace is not considered necessary for this option.	GA06
DP9/DP10- Staying west of Lymington could/would be optimal.	BOH agrees. Remaining west of Lymington would be operationally optimal. DP9 (Systemisation) and DP10 (Independence) are both assessed as Amber, as while the option integrates with the en-route network, it may not reduce the need for tactical coordination, and the current operational dependencies would largely remain unchanged.	AP07

Table 120: Stakeholder Feedback South Design Envelope - Swathe A - December 2022

Full Design Principle Assessment

D26-S-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as depending on final track placement the route could interact with the Portsmouth DA (EG D036).				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. This option would overfly more communities due to the wrap around.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). This option would overfly more communities due to the wrap around, having a greater impact to noise, further Aircraft would need to be kept lower for longer and therefore more noise implications.				

D26-S-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as not met due to direct and significant overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to the significant increase in track miles meaning this option has the potential to increase CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in CAS could be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration. This option could see an increase in complexity due to the wrap around creating a significantly longer route and taking traffic to the east of Bournemouth Airport in closer proximity to Southampton Airport and LTMA traffic.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination due to the wrap around creating a significantly longer route and taking traffic to the east of Bournemouth Airport in closer proximity to Southampton Airport and LTMA traffic				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged. This option would provide limited opportunity to establish independence from Southampton Airport and Solent Radar.				

D26-S-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 121: Option D26-S-A DP Assessment

7.12.10. Option D26-S-C

Survey Question

‘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 'other' field.’

The stakeholder feedback from this question is detailed in the table below along with the response from BOH.

Comment	Response	Stakeholder
Yes	Noted	AV01
Yes.	Noted	AV02
Yes.	Noted	AV03
Yes.	Noted	MI04

Comment	Response	Stakeholder
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes; More CAS would be an issue for GA and Gliding(Dorset Gliding Club), so we would object to the route.	BOH agree and this is reflected in the assessment of DP6 (Airspace Dimensions). Objection is noted.	GA06

Table 122: Stakeholder Feedback South Design Envelope - Swathe C - December 2022

Comment	Response	Stakeholder
We note that the following envelopes would fly over expanses of Dorset National Landscape A08-NW-E, A26-NW-E, D08-NW-E and D26-S-C and tranquillity could be adversely affected.	BOH acknowledges the observation that these envelopes traverse parts of the Dorset National Landscape (AONB) where tranquillity could be affected. DP4 (Tranquillity) has been assessed as Amber, recognising the environmental sensitivity of this landscape but also that the options largely reflect existing operational patterns and altitudes. More detailed assessment of landscape and tranquillity effects, including potential cumulative impacts across the Dorset National Landscape, will be undertaken at Stage 3, when route centrelines are defined and environmental appraisal is expanded through the Full Options Appraisal (FOA) in accordance with CAP 1616 guidance.	LO21

Table 123: Stakeholder Feedback South Design Envelope - Swathe C - October 2025

Full Design Principle Assessment

D26-S-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as depending on final track placement, this option could see penetration of danger areas EG D31 Portland, EG D26 Lulworth.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. This option would overfly more and different communities at lower level.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). This option would overfly more and different communities at lower level having a greater impact on noise.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions. Possible benefit due to more direct route to the south.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as may result in changes to the controlled airspace configuration				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				

D26-S-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help improve systemisation as it moves traffic further west, away from Southampton Airport and LTMA traffic, reducing the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 124: Option D26-S-C DP Assessment

7.12.11. Summary of Stakeholder Feedback – D26 S Departures

- 7.12.12. Stakeholders noted that Option A looped north of the airport before turning south, increasing overflight of the Dorset AONB and potentially affecting tranquillity in parts of the New Forest NP. The MOD raised concerns that depending on route placement and altitude, aircraft could interact with South Coast Danger Areas (EG D031 Portland and EG D026 Lulworth) or Royal Navy rotary-wing operations. Environmental stakeholders asked that all relevant designated landscapes be referenced under DP4 (Tranquillity) for consistency across design envelopes.
- 7.12.13. Bournemouth Airport recognised that the southern departures must balance avoiding densely populated areas with minimising new overflight of protected landscapes. Stakeholders also requested clearer mapping of the Danger Areas and confirmation that these safety considerations had been captured under DP1 (Safety) and DP6 (Airspace Dimensions).
- 7.12.14. All options in this DE, except the baseline and Do-Minimum, were assessed as Amber for DP1 (Safety) and DP6 (Airspace Dimensions), reflecting potential interaction with Danger

Areas and possible need for minor CAS amendments. DP4 (Tranquillity) remains Amber or Red to capture overflight of the Dorset AONB and New Forest NP. The DPE was revised to clarify that overflight of the CCAONB is not expected in this DE and that route refinement and deconfliction with MOD and environmental bodies will continue at Stage 3.

7.13. Northwest Design Envelope Arrivals 26

- 7.13.1. The Northwest design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the revised baselines and newly introduced Do-Minimum options, as the baselines were removed and no Do Minimum options introduced for this design envelope, feedback is detailed in the relevant section.
- 7.13.2. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).



Figure 93: Northwest Design Envelope – 26 Arrivals

7.13.3. The questions posed for the North West design envelope in the second round were as follows:

1. Do you have any comments about the options?
2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
<p>1. A, B, and C still appear to overfly CCAONB.</p> <p>2. Actually, rather than potentially, overfly CCAONB.</p>	<p>BOH acknowledges the comments noting that options A, B, and C appear to actually overfly the CCAONB rather than potentially doing so. All options are assessed as Amber for DP4 (Tranquillity) to reflect the confirmed overflight of the CCAONB and the associated potential impact on tranquillity. Further refinement of route centrelines at Stage 3 will seek to minimise overflight of the CCAONB wherever practicable.</p>	EB08
1. No. 2 Yes.	Noted	LO11
<p>1. Would have been helpful to display this on a current airspace map to consider the adjacent SUAs. All options will require additional CAS.</p> <p>2 Yes; No mention of national parks;</p>	<p>BOH agree and have adjusted the assessment accordingly. Options over ENR charts can be found in the Section 4. The NP has been included in the qualitative assessment description for DP4 (Tranquillity).</p>	AV12
1. No. 2 Yes.	Noted	EB14

Comment	Response	Stakeholder
<p>1. 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.</p> <p>2 Yes.</p>	<p>All swathes within the NW DE are assessed as Red or Amber for DP6 (Airspace Dimensions) to reflect the potential increase in controlled airspace and associated constraints. Further coordination with the MOD and NERL will take place at Stage 3 when route centrelines and containment requirements are defined.</p>	MI13
1. No. 2 Yes.	Noted	LC09

Table 125: Stakeholder Feedback Northwest Design Envelope – November 2023

- 7.13.4. Feedback from the Stakeholder Safety Assurance meeting for the Northwest was as follows: *From a network perspective there is no connectivity, the proximity to the SUAs is a challenge, there is no driver from the en-route environment to progress these options. Very little consequence if these are not progressed.*

7.13.5. Option A26-NW-A

Comment	Response	Stakeholder
<p>No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.</p>	<p>This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.</p>	AV01

Comment	Response	Stakeholder
No; DP11 extra track miles departing west.	BOH agrees. The assessment is considered appropriate, with DP11 (Operational Cost) assessed as Red or Amber, for each option, according to the relevant assessment criteria, reflecting the degree of routing directness and the associated impact on fuel efficiency where additional track miles are required when departing west.	AV02
No; DP6 There is currently no connectivity to the route network in this direction.	BOH agrees. DP6 (Airspace Dimensions) is assessed as Red, as additional controlled airspace and amendments to the current Flexible Use of Airspace (FUA) would be required with this option, potentially impacting current GA traffic. DP7 (Airspace Complexity) is assessed as Amber, reflecting that this option would increase complexity due to the current lack of connectivity to the route network in this direction.	AV03
Yes	Noted	MI04

Comment	Response	Stakeholder
The assessment of Runway 08 Northwest 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 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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
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.	Noted	GA06

Table 126: Stakeholder Feedback Northwest Design Envelope - Swathe A - December 2022

Full Design Principle Assessment

A26-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as not met as depending on final track placement, this option could see penetration of danger areas EG D122. Additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				

A26-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
2	Overflight- The new procedures should not increase the number of people overflowed by aircraft using the Airport.	Assessed as not met as the number of people overflowed would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflowed, although the area to the north of the airport is much less densely populated than the area to the south.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to the significant increase in track miles meaning this option has the potential to increase CO2 emissions. This option would mean extra track miles for any westbound departures.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as not met as additional controlled airspace and amendments to the current FUA would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as this option would increase complexity as there is currently no connectivity to the route network in this direction.				

A26-NW-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 127: Option A26-NW-A DP Assessment

7.13.6. Option A26-NW-B

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes;	Noted	AV02
No; DP1 amber - close proximity to DA. DP6 There is currently no connectivity to route network in this direction.	DP1 (Safety) is assessed as Amber, as depending on final track placement, this option could result in aircraft operating in close proximity to Danger Area EG D122. Additional controlled airspace and amendments to the current Flexible Use of Airspace (FUA) may be required depending on final route placement within this swathe; if this cannot be achieved, there could be safety implications for aircraft transiting uncontrolled airspace. DP7 (Airspace Complexity) is also assessed as Amber, reflecting the limited connectivity to the route network in this direction.	AV03
Yes	Noted	MI04

Comment	Response	Stakeholder
The assessment of Runway 08 Northwest 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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes; More CAS would be an issue for GA and Gliding, so we would object to the route.	BOH agree and this is reflected in the assessment of DP6 (Airspace Dimensions). Objection is noted.	GA06

Table 128: Stakeholder Feedback Northwest Design Envelope - Swathe B - December 2022

Full Design Principle Assessment

A26-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as depending on final track placement, this option could see aircraft operating in close proximity to danger area EG D122. Additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				

A26-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown, although the area to the north of the airport is much less densely populated than the area to the south.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace and amendments to the current FUA would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as this option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				

A26-NW-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal, and potentially improved, however there is some additional impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 129: Option A26-NW-B DP Assessment

7.13.7. Option A26-NW-C

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes	Noted	AV02

Comment	Response	Stakeholder
No; DP6 - No connectivity to CAS from 7000ft to FL155, or ATS route network.	DP7 (Airspace Complexity) is assessed as Amber, reflecting the lack of connectivity to controlled airspace between 7,000 ft and FL155 and to the wider ATS route network in this direction.	AV03
Yes	Noted	MI04
The assessment of Runway 08 Northwest 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	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes; More CAS would be an issue for GA and Gliding, so we would object to the route,	BOH agree and this is reflected in the assessment of SP6 (Airspace Dimensions). Objection is noted.	GA06

Table 130: Stakeholder Feedback Northwest Design Envelope - Swathe C - December 2022

Full Design Principle Assessment

A26-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight- The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown, although the area to the north of the airport is much less densely populated than the area to the south.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact, although the area to the north of the airport is much less densely populated than the area to the south.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions.				

A26-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace and amendments to the current FUA would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as this option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				

A26-NW-C	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 131: Option A26-NW-C DP Assessment

7.13.8. Option A26-NW-D

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
No; DP2 increased communities overflow.	BOH agrees. DP2 (Overflight) has always been assessed as Red for this option, reflecting the increased number of communities overflow.	AV02
Yes	Noted	AV03
Yes	Noted	MI04

Comment	Response	Stakeholder
The assessment of Runway 08 Northwest 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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes	Noted	GA06

Table 132: Stakeholder Feedback Northwest Design Envelope - Swathe D - December 2022

Full Design Principle Assessment

A26-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as additional controlled airspace may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown.				

A26-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedb ack	New Eval Criteri a	2025 Eval.
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as fully met as the more direct route has the potential to reduce CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as this option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				

A26-NW-D	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal, and potentially improved, however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 133: Option A26-NW-D DP Assessment

7.13.9. Option A26-NW-E

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
No; DP1- D031,D026 penetration.	BOH agrees. DP1 (Safety) has always been assessed as Red for this option, reflecting the potential for penetration of Danger Areas D021/D031 (Portland) and EG D026 (Lulworth).	AV02
Yes	Noted	AV03

Comment	Response	Stakeholder
Yes	Noted	MI04
The assessment of Runway 08 Northwest 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.	The assessment of DP4 (Tranquillity) remains Amber to reflect the overflight of the NP.	EB05
Yes	Noted	GA06

Table 134: Stakeholder Feedback Northwest Design Envelope - Swathe E - December 2022

Comment	Response	Stakeholder
We note that the following envelopes would fly over expanses of Dorset National Landscape A08-NW-E, A26-NW-E, D08-NW-E and D26-S-C and tranquillity could be adversely affected.	BOH acknowledges the observation that these envelopes traverse parts of the Dorset National Landscape (AONB) where tranquillity could be affected. DP4 (Tranquillity) has been assessed as Amber, recognising the environmental sensitivity of this landscape but also that the options largely reflect existing operational patterns and altitudes. More detailed assessment of landscape and tranquillity effects, including potential cumulative impacts across the Dorset National Landscape, will be undertaken at Stage 3, when route centrelines are defined and environmental appraisal is expanded through the Full Options Appraisal (FOA) in accordance with CAP 1616 guidance.	LO21

Table 135: Stakeholder Feedback Northwest Design Envelope - Swathe E - October 2025

Full Design Principle Assessment

A26-NW-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as not met as depending on final track placement, this option could see penetration of danger areas D21/D31 Portland and EG D26 Lulworth. Additional controlled airspace may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. As there are currently no routes departing to the west of the airport there would be an increase in the number of people overflown.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). As there are currently no routes departing to the west of the airport there would be an increased noise impact.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to potential increase in track miles meaning this option has the potential to increase CO2 emissions. This option would mean extra track miles for any northbound departures.				

A26-NW-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as not met as additional controlled airspace would be required with this option, impacting on current GA traffic				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as this option would increase complexity as there is currently no connectivity to the route network in this direction.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as not met as there is currently no connectivity to the route network in this direction, there would be no systemisation benefits associated with this option.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as fully met as this option has the potential to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as not met as fails to achieve AMS objectives.				

A26-NW-E	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as partially met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace, but will not simplifying route integration as there is no connectivity to the en-route network.				

Table 136: Option A26-NW-E DP Assessment

7.13.10. Summary of Stakeholder Feedback – A26 NW Arrivals

- 7.13.11. Stakeholders, including the CCAONB Partnership, expressed concern that options A, B, and C would continue to overfly parts of the Cranborne Chase AONB, potentially conflicting with the area’s tranquillity objectives. They noted that overflight of the AONB already occurs and sought reassurance that new procedures would not exacerbate this.
- 7.13.12. It was acknowledged that any additional or continued overflight of the CCAONB must be clearly identified and reflected in the DP4 (Tranquillity) assessment. Stakeholders also emphasised that lower-level overflight would have a proportionally greater impact on tranquillity and landscape quality.
- 7.13.13. DP4 (Tranquillity) remained Amber for all options to reflect overflight of sensitive areas including the Cranborne Chase AONB and NP. DP6 (Airspace Dimensions) was adjusted across the envelope , Options B - D remain Amber while Option A & E were assessed as Red to reflect a greater requirement for new CAS. DP1 (Safety) remained Amber or Red depending on proximity to Danger Areas.

7.14. Northeast Design Envelope Arrivals 26

7.14.1. The Northeast design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, feedback was received for this design envelope (A26-NE-A) and is addressed in the relevant section.

7.14.2. The baseline swathe was marginally amended in 2025, shifting slightly to the south to more accurately represent arrival patterns from the northeast sector.

7.14.3. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

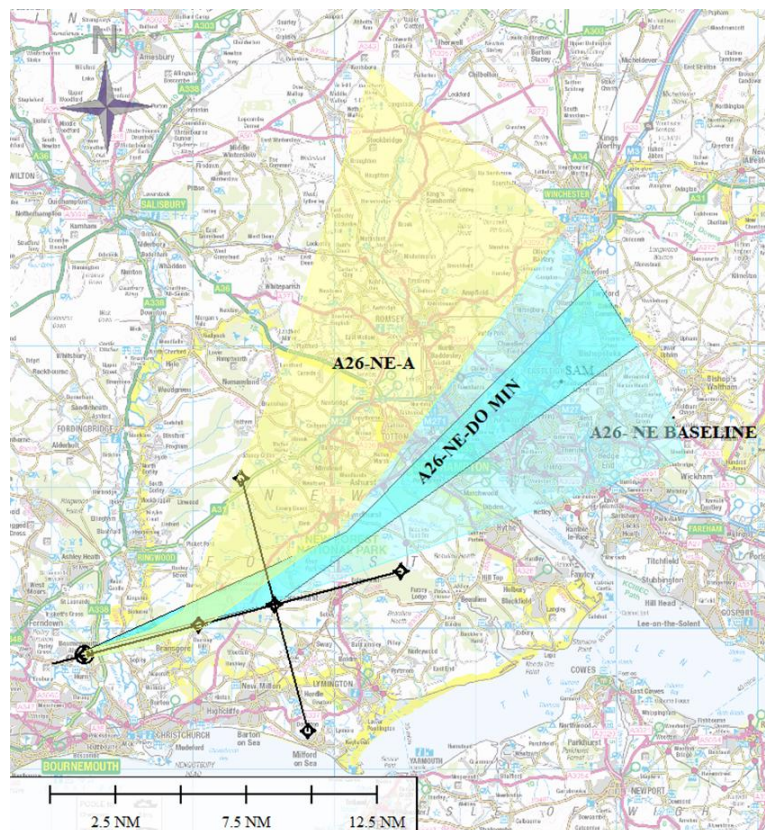


Figure 94: Northeast Design Envelope – 26 Arrivals

7.14.4. The questions posed for the North East design envelope in the second round were as follows:

1. Do you have any comments about the options?
2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
-	N/A	EB08
1. No. 2 Yes.	Noted	LO11
1. Without a clear airspace map it is difficult to comment. Swathe A potentially requires expanded use of Q41 FUA. Yes.	Options over ENR charts can be found in the Section 4. DP1 (Safety) and DP6 (Airspace Dimensions) are already assessed as Amber for option A to reflect controlled airspace and potential amendments to the current FUA.	AV12
1. 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. 2 Yes.	BOH agrees. DP4 (Tranquillity) has been amended to Red to reflect feedback noting that Option A26-NE-A would overfly a significant area of the New Forest National Park and its internationally designated sites (SAC, SPA, and Ramsar) below 7,000 feet. This change acknowledges the heightened sensitivity of these protected areas to overflight impacts. Biodiversity is considered in the next step 2b (IOA)	EB14
1. 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 2 Yes.	For the Northeast Arrivals (RWY 26), the Baseline and Do-Minimum options are assessed as Green for DP6 (Airspace Dimensions), indicating minimal effect on existing military airspace users or Danger Areas. A26-NE-A is assessed as Amber to reflect controlled airspace and potential amendments to the current FUA.	MI13

Comment	Response	Stakeholder
<p>1. 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.</p> <p>2 Yes.</p>	<p>BOH acknowledges the feedback regarding the number of arrival tracks from the north and the point at which aircraft, including light jets, commercial, and cargo, will establish inbound. Options are represented as broad swathes at this stage, and specific track profiles or establishment points have not yet been defined. These details will be determined during Stage 3, when the options are refined into precise route designs and assessed for integration, safety, and efficiency.</p>	<p>LC09</p>

Table 137: Stakeholder Feedback Northeast Design Envelope – November 2023

7.14.5. Feedback from the Stakeholder Safety Assurance meeting for the Northeast was as follows: Options A extends beyond what we have been discussing with this direction on other envelopes with regards to the FUA. No other issues other than the CAS issue again.

7.14.6. Option A26-NE-B Baseline

Comment	Response	Stakeholder
Yes	Noted	AV01
Yes	Noted	AV02
Yes	Noted	AV03
Yes	Noted	MI04

Comment	Response	Stakeholder
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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes; It looks like this routing remains within the current airspace foot print.	Noted	GA06
DP9 - Noting you only have the FRZ depicted and Southampton's routes and airspace is much larger than that, significant potential impacts requiring deconfliction for Option B. If you can enable guaranteed CCO CDO to stay c.FL90 and above over Southampton that would be optimal. DP10- It may be difficult with Option B to develop procedures and agreements to allow truly independent operations.	DP9 (Systemisation) and DP10 (Independence) are both assessed as Amber, reflecting the potential for interaction with Southampton's airspace and the associated need for deconfliction and coordination. For DP9, while the option integrates with the en-route network, it may not reduce the need for tactical coordination between Bournemouth and Southampton operations. For DP10, the current dependency on the Southampton Radar service would remain, and further work will be required at Stage 3 to explore opportunities for improved procedural independence.	AP07

Table 138: Stakeholder Feedback Northeast Design Envelope - Swathe B - December 2022

Full Design Principle Assessment

A26-NE-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.				

A26-NE-B Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 139: Option A26-NE-B Baseline DP Assessment

7.14.7. Option A26-NE-DO MINIMUM

7.14.8. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; however, no feedback was received specifically relating to the Do-Minimum option.

Full Design Principle Assessment

A26-NE-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.	
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.	
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.	
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities.	
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 140: Option A26-NE-DO MIN DP Assessment

7.14.9. Option A26-NE-A

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes	Noted	AV02
Yes	Noted	AV03
Yes	Noted	MI04
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.	The assessment of DP4 (Tranquillity) has been adjusted to Red to reflect the significant overflight of the NP.	EB05
No; The option of this route would require more airspace.	BOH agree the assessment of DP6 (Airspace Dimensions) remains Amber to reflect potential requirement for more CAS.	GA06

Table 141: Stakeholder Feedback Northeast Design Envelope - Swathe A - December 2022

Comment	Response	Stakeholder
In terms of the assessment of option D08-NE-A, the National Park Authority would agree with the assessment under the 'tranquillity' criterion, as the option would significantly increase the overflying of the New Forest National Park. The same principles apply to Option A26-NE-A , which would similarly increase the area of the New Forest National Park being overflowed by arrivals into Bournemouth Airport, introducing low level flying into areas where it is not currently experienced. The National Park Authority agrees with the assessment of this option.	DP4 (Tranquillity) has been reassessed to reflect overflight of tranquil areas. This option would overly a different section but a similar amount of the NP. However, in response to the feedback in the last two engagement rounds this is accepted and assessed as Red.	EB18

Table 142: Stakeholder Feedback Northeast Design Envelope - Swathe A - October 2025

Full Design Principle Assessment

A26-NE-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe, if this is not possible then there would be safety ramifications for the route transiting uncontrolled airspace.				
2	Overflight - The new procedures should not increase the number of people overflowed by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflowed as today, however different communities would be overflowed.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflowed as today.				

A26-NE-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as not met due to direct and significant overflight of some sensitive areas, such as AONBs and/or NP. This option would see traffic overflying a greater and more tranquil area of the New Forest National Park.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as additional controlled airspace and amendments to the current FUA may be required depending on final route placements within this swathe.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as this option could help to reduce complexity as it moves traffic further north, away from Southampton Airport and LTMA traffic.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help improve systemisation as it moves traffic further north, away from Southampton Airport and the congested area surrounding it associated with the LTMA traffic., reducing the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				

A26-NE-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 143: Option A26-NE-A DP Assessment

7.14.10. Summary of Stakeholder Feedback – A26 NE Arrivals

- 7.14.11. Stakeholders, including NFNPA, noted that options in this DE would overfly large sections of the New Forest NP below 7,000 ft, with associated impacts on tranquillity and the visitor experience. The Authority agreed that DP4 (Tranquillity) had been correctly identified as a key consideration but requested emphasis on the scale and sensitivity of these overflights.
- 7.14.12. Bournemouth Airport recognised that overflight of the NP requires careful treatment and that tranquillity and recreational value should be clearly distinguished in the assessment narrative. Stakeholders also suggested referencing tranquillity mapping from NFNPA to evidence this sensitivity.
- 7.14.13. DP4 (Tranquillity) was amended to Red for Option A to reflect feedback that this option would significantly increase overflight of the more tranquil northern section of the NP. Other options remained Amber. A more detailed analysis will be undertaken in Stage 3 through the IOA and environmental appraisals.

7.15. East Southeast Design Envelope Arrivals 26

- 7.15.1. The East-Southeast design envelope was formerly part of a single design envelope for the first round of engagement. Due to re defining the baselines this was split into two: NE and ESE. In the first round of engagement the swathes were labelled C and D (in East and Southeast), C (baseline) became A-26-ESE A Baseline and the area covered is marginally south of the original swathe. D became A26-ESE-B, this option is broadly similar to the original swathe. Comparisons can be made in the supporting document entitled ‘Design Options Development and Considerations’ available on the [ACP Portal](#). The feedback for both areas is captured. The baseline was further refined in 2025 to incorporate straight-in arrivals from the east and to more accurately reflect observed traffic patterns.
- 7.15.2. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, no further feedback was received for this design envelope.
- 7.15.3. The area covered in the East-Southeast design envelope was presented to stakeholders at both engagement sessions, (December 2022 and November 2023) see 6.15.1 for explanation of the changes. The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round.
- 7.15.4. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).

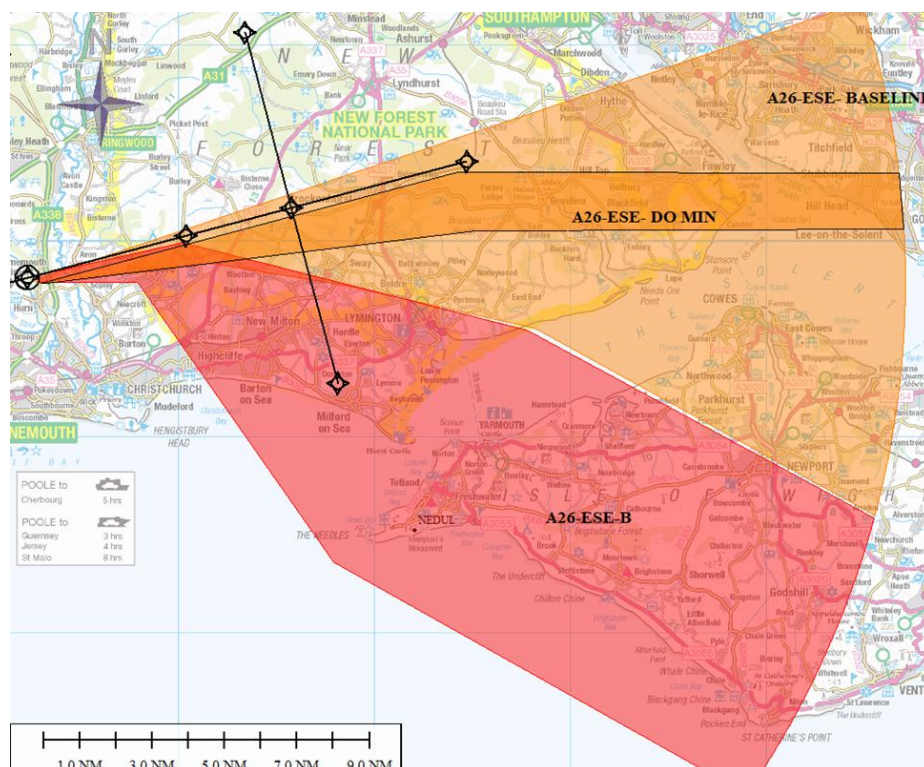


Figure 95: East Design Envelope – 26 Arrivals

7.15.5. The questions posed for the Southeast design envelope in the second round were as follows:

1. Do you have any comments about the options?
2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
-	N/A	EB08
1. No. 2 Yes.	Noted	LO11
1. No comments. 2 Yes	Noted	AV12
1. No. 2 Yes	Noted	EB14
1. 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. 2 Yes.	Within the A26 ESE DE, the Baseline and Do-Minimum options are assessed as Green for DP6 (Airspace Dimensions), reflecting today's operations with no additional controlled airspace anticipated. Option B is assessed as Amber for DP6 to reflect the potential increase in controlled airspace required for containment. Further coordination with the MOD will take place at Stage 3 to ensure continued operational flexibility and safe integration with existing military activity.	MI13
1. Provided ATC remain inside A26 ESE A and do not vector too far north of it. 2 Yes.	BOH acknowledges the feedback. Options are represented as broad swathes at this stage, and specific vectoring practices have not yet been defined. Further detail will be developed at Stage 3, when route centrelines are established to ensure ATC operations remain contained within the defined airspace.	LC09

Table 144: Stakeholder Feedback East Southeast Design Envelope – November 2023

- 7.15.6. Feedback from the Stakeholder Safety Assurance meeting for the East Southeast was as follows: Options B is problematic because of its orientation to the DA but it is not impossible as it is possible to connect. Other issues are that it will require additional low-level CAS, possibly a driver for en-route level airspace to serve the B swathe

7.15.7. Option A26-ESE-A Baseline

Comment	Response	Stakeholder
Yes	Noted	AV01
Yes	Noted	AV02
Yes	Noted	AV03
Yes	Noted	MI04
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) ²⁵ 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.	The assessment of DP4 (Tranquillity) has been adjusted to Amber to reflect the overflight of the NP.	EB05
Yes	Noted	GA06

Table 145: Stakeholder Feedback East Southeast Design Envelope - Swathe A - December 2022

Full Design Principle Assessment

A26-ESE-A Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				

²⁵ Note A and B referred to here is feedback for the NE design envelope.

A26-ESE-A Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				

A26-ESE-A Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 146: Option A26-ESE-A Baseline DP Assessment

7.15.8. Option A26-ESE-DO MINIMUM

7.15.9. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; however, no feedback was received specifically relating to the Do-Minimum option.

Full Design Principle Assessment

A26-ESE-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.	
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.	
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.	
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities.	
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	

A26-ESE-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 147: Option A26-ESE-DO MIN DP Assessment

7.15.10. Option A26-ESE-B

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
No; DP2 Greater overflight of communities.	BOH agrees. DP2 (Overflight) has been adjusted to Red to reflect the feedback identifying greater overflight of communities for this option.	AV02
Why is swathe D* not designed to be even more over water to avoid communities overflown? <i>*This swathe was called East D in the first engagement (see Section 5.2 for explanation)</i>	Swathes were designed to balance multiple DPs, including safety, operational efficiency, and minimising environmental impact. DP2 (Overflight) and DP3 (Noise Footprint) remain assessed as Red, reflecting feedback that Swathe D (now B) could have been positioned further over water and acknowledging the additional communities that would be overflown under this option.	AV03
Yes	Noted	MI04

Comment	Response	Stakeholder
<p>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.</p> <p><i>*C and D from first engagement round are now called A Baseline and B, see Section 5.2 for explanation</i></p>	<p>The assessment has been updated to reflect that Option D is now Option B, which does not overfly the New Forest NP but instead passes over the Isle of Wight AONB. DP4 (Tranquillity) is assessed as Amber to reflect potential impacts on the AONB.</p>	EB05
Yes	Noted	GA06

Table 148: Stakeholder Feedback East Southeast Design Envelope - Swathe B - December 2022

Full Design Principle Assessment

A26-ESE-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as this option would route outside controlled airspace and interact with the Portsmouth DA (EG D037).				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. This option would overfly different and more communities.				

A26-ESE-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). This option would overfly more communities. These communities would also be of a much greater population density and have a greater impact to noise.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as partially met as an increase in controlled airspace may be required depending on final track placement.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as this option could help to reduce complexity as it moves traffic further south, away from Southampton Airport and LTMA traffic.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	All Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help to improve systemisation as it moves traffic further South, away from Southampton Airport and LTMA traffic, reducing the need for coordination.				

A26-ESE-B	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as partially met as fuel efficiency is optimal however there is some impact on local communities.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 149: Option A26-ESE-B DP Assessment

7.15.11. Summary of Stakeholder Feedback – A26 ESE Arrivals

- 7.15.12. Stakeholders highlighted that options in this DE could overfly the Isle of Wight AONB and parts of the Dorset National Landscape, both of which are designated for their landscape and ecological value. The MOD noted that routes in this direction could affect Royal Navy airspace users and existing danger areas.
- 7.15.13. It was acknowledged that potential overflight of designated landscapes and MOD danger areas should be consistently addressed within DP4 (Tranquillity) and DP6 (Airspace Dimensions). Stakeholders sought clarity that these issues would be revisited at Stage 3 when vertical profiles and flight levels are confirmed.
- 7.15.14. DP4 (Tranquillity) was assessed as Amber, reflecting limited overflight of designated areas but recognising the presence of the IoW AONB. For Option B, DP6 (Airspace Dimensions) was set to Amber to reflect potential CAS adjustments and DP1 (Safety) remained Amber, acknowledging proximity to danger areas.

7.16. South Design Envelope Arrivals 26

- 7.16.1. The South design envelope was presented to stakeholders at both engagement sessions (December 2022 and November 2023). The survey for the first engagement requested feedback on each option whereas the second engagement requested feedback by design envelope. Therefore, the feedback for the design envelope is presented in the first table of this section. The feedback for the second round is presented before the DPE for each design option, this includes feedback from the first round. During October 2025, Bournemouth Airport undertook a further stakeholder engagement to present the newly introduced Do-Minimum option, no further feedback was received for this design envelope.
- 7.16.2. No changes other than the introduction of the Do Minimum Option has been made since the second engagement round.
- 7.16.3. Following the DPE for each option, a summary is provided of the stakeholder feedback (what we heard) followed by the response from Bournemouth airport (what we did).



Figure 96: South Design Envelope – 26 Arrivals

- 7.16.4. The questions posed for the South design envelope in the second round were as follows:
1. Do you have any comments about the options?

2. Do you think the Design Principles have been correctly applied for the options?

Comment	Response	Stakeholder
1. S-A appears to involve a turn slightly to the south-east of CCAONB.	BOH acknowledges the comment regarding Option A26- S-A appearing to involve a turn to the south-east of the CCAONB. Arrivals in this DE will not overfly the CCAONB but may affect the Dorset AONB, particularly for Option A. All options are assessed as Amber for DP4 (Tranquillity) to reflect potential impacts on the Dorset AONB and New Forest National Park rather than the CCAONB. Further refinement at Stage 3 will aim to minimise any overflight of designated landscapes wherever practicable.	EB08
1. No. 2 Option 1.	If 'option 1' refers to A, this option has been assessed as Amber for DP1 (Safety).	LO11
1. Swathe A appears to be a wrap around arrival route. This would be considered unsafe. 2 Unable to comment.	Wrap around would not be unsafe provided the procedures are robust and satisfy the safety case. Options are only presented as swathes at this stage.	AV12
1. No. 2 Yes.	Noted	EB14

Comment	Response	Stakeholder
<p>1. 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.</p> <p>2 Yes.</p>	<p>Within this DE, the Baseline and Do-Minimum options are assessed as Green for DP6 (Airspace Dimensions), reflecting current operations with no additional controlled airspace anticipated. Option A is assessed as Red for DP6 to reflect the greater potential increase in controlled airspace required for containment and the corresponding implications for military freedom of manoeuvre. Further coordination with the MOD will take place at Stage 3 to ensure operational flexibility and continued safe access to existing Danger Areas.</p>	MI13
<p>1. Do not agree with 26 S A. See below as well as previous comments about wrap arounds.</p> <p>2 Yes.</p>	<p>BOH acknowledges the feedback and notes the continued concern regarding wraparound routing associated with A26-S-A. DP2 (Overflight), DP3 (Noise Footprint), DP5 (Emissions and Air Quality), and DP11 (Operational Cost) have all been assessed as Red to reflect increased overflight of populated areas, higher fuel burn and emissions, and greater noise and cost impacts resulting from the less efficient routing from the south.</p>	LC09

Table 150: Stakeholder Feedback East Design Envelope – November 2023

- 7.16.5. Feedback from the Stakeholder Safety Assurance meeting for the South was as follows: *Option A regarding the DA, outside CAS and the joining point is close in which is potentially destabilises approaches and therefore maybe a liability issue.*

7.16.6. Option A26-S-C Baseline

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
Yes	Noted	AV02
Yes	Noted	AV03
Yes	Noted	MI04
<p>The options identified for 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.</p> <p><i>*Option B no longer exists but the geographical area is now covered by C Baseline, see Section 5.2 for explanation</i></p>	<p>The assessment has been amended to include reference to overflight of the New Forest NP for both Options A and C (the latter covering the area previously represented by Option B in the first engagement round). DP4 (Tranquillity) is assessed as Amber for both options to reflect overflight of tranquil areas within the NP, and the NP has been included in the qualitative assessment description.</p>	EB05
Yes	Noted	GA06

Comment	Response	Stakeholder
<p>DP9- With Option B*, inbound and outbound routes may need careful coordination.</p> <p><i>*Option B no longer exists but the geographical area is now covered by C Baseline, see Section 5.2 for explanation</i></p>	<p>DP9 (Systemisation) is assessed as Amber, as while this option integrates with the en-route network, it may not reduce the need for tactical coordination between inbound and outbound routes. Deconfliction of arrivals and departures is not assessed at this stage and will be considered further at Stage 3, when route centrelines and procedures are defined.</p>	AP07

Table 151: Stakeholder Feedback South Design Envelope - Swathe C - December 2022

Full Design Principle Assessment

A26-S-C Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				

A26-S-C Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.				
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as partially met as it does not make full use of the technology available.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FASI(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as partially met as integrates with the enroute network but may not reduce the need for tactical coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet simplification objectives.				

A26-S-C Baseline	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as not meeting the DP criteria due to currently not utilising PBN.				

Table 152: Option A26-S-C Baseline DP Assessment

7.16.7. Option A26-S-DO MINIMUM

7.16.8. The Do-Minimum option was introduced in 2025 following reassessment of the baselines to provide a clearer comparison between maintaining the baseline and implementing minor procedural enhancements. It represents the introduction of RNAV procedures within the current operational framework, with no material change to track overflight or airspace structure. This update was shared with stakeholders during the October 2025 engagement; however, no feedback was received specifically relating to the Do-Minimum option.

Full Design Principle Assessment

A26-S-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as fully met as no safety issues identified.	
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today.	
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as partially met due to the same number of people being overflown as today.	
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.	
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as partially met as emissions will be the same or similar as today.	
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as fully met as no new volume of controlled airspace would be required.	
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as fully met as it should not result in a complex airspace configuration with numerous different base levels.	
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.	

A26-S-DO MIN	Design Principle	Qualitative Assessment	2025 Eval.
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as integrates with the enroute network and is likely to reduce the need for tactical coordination.	
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as work would need to be done to deconflict routes from Southampton Airport and Solent Radar, allowing access to controlled airspace independently of Southampton Radar Service.	
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as fully met as fuel efficiency is optimal without any additional adverse impact on local communities as the same communities would be flown over.	
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as fully met as meets the AMS objectives.	
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.	

Table 153: Option A26-S-DO MIN DP Assessment

7.16.9. Option A26-S-A

Comment	Response	Stakeholder
No; DP1 and DP8. Widebody manoeuvring requirements not or only partially met.	This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	AV01
No; DP11 increased track miles DP1 DO31 infringement	BOH agrees. DP1 (Safety) is assessed as Amber, reflecting that depending on final track placement, this option could result in penetration of Danger Areas EG D031 (Portland) and EG D026 (Lulworth). DP11 (Operational Cost) has always been assessed as Red, as the increased track miles would lead to higher operating costs.	AV02

Comment	Response	Stakeholder
Yes	Noted	AV03
Yes	Noted	MI04
<p>The options identified for 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.</p> <p><i>*Option B no longer exists but the geographical area is now covered by C Baseline, see Section 5.2 for explanation</i></p>	<p>The assessment has been amended to include reference to overflight of the New Forest NP for both Options A and C (the latter covering the area previously represented by Option B in the first engagement round). DP4 (Tranquillity) is assessed as Amber for both options to reflect overflight of tranquil areas within the NP, and the NP has been included in the qualitative assessment description.</p>	EB05
Yes	Noted	GA06

Table 154: Stakeholder Feedback South Design Envelope - Swathe A - December 2022

Full Design Principle Assessment

A26-S-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
1	Safety – The airspace design and its operation must maintain or where possible, enhance current levels of safety.	Assessed as partially met as depending on final track placement, this option could see penetration of danger area EG D31 Portland and Lulworth EG D026				
2	Overflight - The new procedures should not increase the number of people overflown by aircraft using the Airport.	Assessed as not met as the number of people overflown would potentially be increased. This option would overfly significantly more communities due to the wrap around.				
3	Noise Footprint – The design should limit, and where practicable reduce the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and where possible periods of built-in respite should be considered.	Assessed as not met as the impact of aircraft noise on local communities may be increased. (See DP2). This option would overfly more communities due to the wrap around. These communities would also be of a much greater population density and have a greater impact to noise.				
4	Tranquillity - Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Assessed as partially met due to the potential overflight of some sensitive areas, such as AONBs and/or NP.				
5	Emissions and Air Quality – The proposed design should minimise CO2 emissions per flight.	Assessed as not met due to the significant increase in track miles meaning this option has the potential to increase CO2 emissions.				
6	Airspace Dimensions – The volume and classification of controlled airspace required for Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	Assessed as not met as significant additional volumes of CAS are required to contain the proposed option.				
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.	Assessed as partially met as will result in changes to the controlled airspace configuration.				

A26-S-A	Design Principle	Qualitative Assessment	BOH Eval.	Post Feedback	New Eval Criteria	2025 Eval.
8	Technical Requirements – The design shall be fully compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	Assessed as being fully met due to the design being fully compliant with PANS-OPS and UK CAA criteria meeting the technical capability requirements of all aircraft using the airport.				
9	Systemisation – The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Assessed as fully met as this option could help to improve systemisation by routing traffic to the west of Bournemouth Airport, away from Southampton Airport and LTMA traffic, reducing the need for coordination.				
10	Independence – Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of service provision from the Southampton Radar service.	Assessed as partially met as the current situation would remain unchanged. This option would provide limited opportunity to establish independence from Southampton Airport and Solent Radar.				
11	Operational Cost – Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed as not met as fuel efficiency is not optimised due to the indirect route.				
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Assessed as partially met as does not meet AMS objectives.				
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Assessed as fully met as this design shall capitalise on the benefits of PBN, enhancing navigational adherence and introducing a more efficient use of the airspace.				

Table 155: Option A26-S-A DP Assessment

7.16.10. Summary of Stakeholder Feedback – A26 South Arrivals

- 7.16.11. Stakeholders noted that southbound arrival swathes for RWY 26 would pass over or close to the New Forest NP and parts of the Dorset National Landscape, and that this should be explicitly captured under DP4 (Tranquillity) for all options, not just one. MOD respondents also highlighted that, depending on final route placement and levels, arrivals from the south could interact with Royal Navy rotary-wing activity and, if CAS were amended, could reduce freedom of manoeuvre for military users. One stakeholder queried whether the depiction of the swathe suggested a wider turn than is currently flown.

- 7.16.12. Bournemouth Airport acknowledged that, although these arrivals broadly reflect today's operating directions, the DE does include overflight of designated, relatively tranquil areas and that this must be recorded consistently. We also recognised the need to make clear that detailed deconfliction with MOD units and with South Coast activity will only be possible once route centrelines and vertical profiles are fixed at Stage 3.
- 7.16.13. All options in this DE, including the baseline and Do-Minimum, have been assessed as Amber for DP4 to reflect overflight of the NP and/or Dorset AONB at relatively low levels. For Option A, DP6 has been retained as Red to acknowledge that CAS amendments could be required, with potential implications for MOD users. The final alignment, track shaping and vertical profiles will be refined at Stage 3 in consultation with MOD and environmental stakeholders.

8. Design Principle Evaluation Summary

8.1. Assessments

8.1.1. Full details of the Design Principle Evaluation can be found in Section 6. Design Principle Evaluation.

8.2. Departures Runway 08

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
D08-NW-A	Red	Red	Red	Yellow	Red	Red	Yellow	Green	Red	Green	Red	Red	Yellow
D08-NW-B	Yellow	Red	Red	Yellow	Green	Yellow	Yellow	Green	Red	Green	Yellow	Yellow	Yellow
D08-NW-C	Yellow	Red	Red	Yellow	Green	Yellow	Yellow	Green	Red	Green	Yellow	Yellow	Yellow
D08-NW-D	Yellow	Red	Red	Yellow	Green	Yellow	Yellow	Green	Red	Green	Yellow	Yellow	Yellow
D08-NW-E	Red	Red	Red	Yellow	Red	Red	Yellow	Green	Red	Green	Red	Red	Yellow

Table 156: Departures Runway 08 – Northwest Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
D08-NE-B BASELINE	Green	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Green	Yellow	Red
D08-NE-DO MINIMUM	Green	Yellow	Yellow	Yellow	Yellow	Green	Green	Green	Green	Yellow	Green	Green	Green
D08-NE-A	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Green	Green	Green	Yellow	Yellow	Yellow	Green

Table 157: Departures Runway 08 – Northeast Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
D08-E-C BASELINE	Green	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Green	Yellow	Red
D08-E-DO MINIMUM	Green	Yellow	Yellow	Yellow	Yellow	Green	Green	Green	Green	Yellow	Green	Green	Green
D08-E-D	Green	Red	Red	Yellow	Red	Green	Green	Green	Green	Yellow	Red	Yellow	Green

Table 158: Departures Runway 08 – East Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
D08-S-B BASELINE													
D08-S-DO MINIMUM													
D08-S-A													

Table 159: Departures Runway 08 – South Design Envelope DP Assessment

8.3. Arrivals Runway 08

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
A08-NW-A													
A08-NW-B													
A08-NW-C													
A08-NW-D													
A08-NW-E													

Table 160: Arrivals Runway 08 – Northwest Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
A08-NE-B BASELINE													
A08-NE-DO MINIMUM													
A08-NE-A													
A08-NE-C													

Table 161: Arrivals Runway 08 – Northeast Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
A08-SE-A BASELINE													
A08-SE-DO MINIMUM													
A08-SE-B													

Table 162: Arrivals Runway 08 – Southeast Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
A08-S-B BASELINE													
A08-S-DO MINIMUM													
A08-S-A													
A08-S-C													

Table 163: Arrivals Runway 08 – South Design Envelope DP Assessment

8.4. Departures Runway 26

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
D26-NW-A													
D26-NW-B													
D26-NW-C													
D26-NW-D													
D26-NW-E													

Table 164: Departures Runway 26 – Northwest Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
D26-E-C BASELINE													
D26-E-DO MINIMUM													
D26-E-A													
D26-E-D													
D26-E-E													

Table 165: Departures Runway 26 – East Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
D26-S-B BASELINE													
D26-S-DO MINIMUM													
D26-S-A													
D26-S-C													

Table 166: Departures Runway 26 – South Design Envelope DP Assessment

8.5. Arrivals Runway 26

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
A26-NW-A													
A26-NW-B													
A26-NW-C													
A26-NW-D													
A26-NW-E													

Table 167: Arrivals Runway 26 – Northwest Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
A26-NE-B BASELINE													
A26-NE-DO MINIMUM													
A26-NE-A													

Table 168: Arrivals Runway 26 – Northeast Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
A26-ESE-A BASELINE													
A26-ESE-DO MINIMUM													
A26-ESE-B													

Table 169: Arrivals Runway 26 – East Southeast Design Envelope DP Assessment

Option	DP1	DP2	DP3	DP4	DP5	DP6	DP7	DP8	DP9	DP10	DP11	DP12	DP13
A26-S-C BASELINE													
A26-S-DO MINIMUM													
A26-S-A													

Table 170: Arrivals Runway 26 – South Design Envelope DP Assessment

9. Discounting Options

- 9.1.1. Originally it was perceived that there was a requirement to depart and arrive in a variety of directions off each runway. Accordingly, each direction was considered in turn with the conception of a variety of options and their associated DPE. It subsequently became clear that there is insufficient demand for SIDs and STARs to the Northwest. There is also currently no connectivity to the enroute network and insufficient CAS to contain any proposed procedures in that direction.
- 9.1.2. Additionally, there is no business or operator requirement for SIDs and STARs to the Northwest and while options in these directions were initially explored the impact to new communities, and communities already impacted by the airport, along with the disruption to other airspace users was deemed unnecessary with the lack of requirement.
- 9.1.3. As a result, the following 20 options will not be carried forward to Stage 2b, the Initial Options Appraisal.
- Departures Runway 08 – Northwest Design Envelope – All options
 - Arrivals Runway 08 - Northwest Design Envelope – All Options
 - Departures Runway 26 - Northwest Design Envelope - All Options
 - Arrivals Runway 26 - Northwest Design Envelope - All Options
- 9.1.4. The remaining 38 options are retained for the Initial Options Appraisal and further analysis.
- 9.1.5. Due to our high-level approach using swathes, it was decided that none of the remaining 38 options will be discounted on the basis of the DPE alone. The assessment of the DPs has been carried forward to the IOA and included in the relevant sections, this allowed us for one overall assessment of the options to decide which will be taken forward to Stage 3.
- 9.1.6. Table 10 in Section 2.11 describes where and when the DPE assessments will be utilised²⁶.

²⁶ In the document titled 'Initial Options Appraisal' Section 2, available on the ACP Portal, the IOA assessment methodology also describes which DPs are considered and where.

10. Next Steps

- 10.1. The next step of this ACP is to conduct an Initial Appraisal of the impacts of all the options identified in this document. The Initial Options Appraisal document (step 2b) can be found on the [CAA portal](#) and should be read in conjunction with this report. This appraisal of options is a series of qualitative assessments of each option and provides relative differences between the impacts, both positive and negative, of each option against the baseline.
- 10.2. The impacts assessed in stage 2b are as follows:
- Noise impact on health and quality of life on communities.
 - Anticipated air quality changes to local communities.
 - Greenhouse gas impact on wider society.
 - Capacity and resilience²⁷ on wider society.
 - Tranquillity on wider society; specifically related to AONBs and National Parks.
 - Access for general aviation communities.
 - Economic impact from increased effective capacity on general aviation and commercial airlines, including a forecast increase in air transport movements and estimated passenger numbers or cargo tonnage carried.
 - Fuel burn changes or impacts on general aviation and commercial airlines.
 - Training and other potential costs on commercial airlines.
 - Infrastructure, operational and deployment costs on the airport.
 - Safety on all groups; an initial indication of safety will be appraised. A more detailed assessment will be carried out in stage 3.
- 10.3. As discussed in section 3.6, results from the report carried out by Bickerdike Allen Partners conclude that Bournemouth Airport currently falls into Category D and is expected to remain in Category D in the future²⁸.
- 10.4. Stage 2 submission for the Bournemouth Airport FASI(S) ACP is scheduled for 31 October 2025 and will include this document along with the Initial Options Appraisal, step 2b, document. In addition, all supporting documentation such as the presentations used for stakeholder engagement and the engagement record will be available on the ACP Portal.

²⁷ Capacity and resilience refers to the effect of each option on the overall UK infrastructure (see Appendix E of [CAP1616](#))

²⁸ Full report, including Population within 51 dB LAeq, 16h or 45 dB LAeq, 8h Noise Contour, can be found on the ACP Portal 'Bournemouth Airport CAP 2091 Categorisation', Table 4.

- 10.5. Once successfully through the Stage 2 'Develop and Assess' gateway, Bournemouth Airport will begin Step 3 'Consult' process, beginning with consultation preparation and development of a consultation strategy. This involves planning and preparation for stakeholder consultation and engagement, preparing documents, including the second phase of options appraisal. The Full Options Appraisal will involve a more rigorous assessment with evidence for the chosen options. Once the CAA have approved the consultation strategy and documentation, consultation will commence.

A. Annex A - ACP Stage 2 Stakeholder Safety

Project Title/No:	ACP Stage 2 Stakeholder Safety Assurance meeting – Initial Options Appraisal	Meeting Ref:	CPJ-5663-MIN-025
Purpose:	Discuss safety and connectivity issues with conceptual options.	Date:	7/12/2023
Venue:	Teams	Time:	12:00-13:00
Attendees:	Charlotte Mummery – Cyrrus Richard O’Gorman – Cyrrus Gill Hayter – MATS Bournemouth (BOH) Keith Jewitt – Airfields Services Manager - BOH John Oram - NATS Laura Morris – NATS Tim Chambers-Parkes – NATS James Robinson – NATS Ian Ashby – Compliance officer BOH Nigel Spence – AGS ACP technical lead rep Southampton Airport Ryan Rutledge – NATS		
Apologies:	None		
Distribution:	ACP Stage 2 Airspace Safety Considerations		

Reference	Description
Introduction	Purpose of meeting is to look at any safety and connectivity issues regarding the conceptual options presented for BOH ACP stage 2.
D08 Northwest	From a network perspective there is no connectivity, the proximity to the SUAs is a challenge, there is no driver from the en-route environment to progress these options. Very little consequence if these are not progressed.
D08 East	No comments in terms of safety, D flies over the Isle of Wight, may interact with inbound flows. If there is a vertical or lateral solution, then it shouldn’t be discounted. Option will be taken forward to stage 3.
D08 Northeast	Option A takes aircraft out of CAS. Unless FUA is a reality. Option A will be progressed. From a safety perspective no issues. Option may also benefit SOU. Also considered deconfliction with LHR.

Reference	Description
D08 South	CAS issue and the hold is in the overhead then fuel burn is an issue. Also issue with D031. Id CAS volume is addressed then there will not be a safety reason to not progress this issue. This option could be progressed.
D26 Northwest	From a network perspective there is no connectivity, the proximity to the SUAs is a challenge, there is no driver from the en-route environment to progress these options. Very little consequence if these are not progressed.
D26 East	Option A More significantly outside CAS unless there's an airspace change, same conversation regarding FUA. Option D no safety concerns as managed tactically, needs conversation with SOU. To be in keeping with AMS we should be looking to proceduralise. Option E - the proximity to the SUA is very close, option E should be further considered but no safety reason why all should not be progressed.
D26 South	Option A, issues with wraparound as previously discussed. Airspace containment is an issue. GA are busy to the north of BOH. This is not a reason to discount. Option C not in CAS and issues with DA. Not clear how clear of the eastern extremity of SUA proximity. Could the baseline be expanded to cover the eastern extremity of option C. C seems to be aiming to achieve a shorter route and should therefore still be considered. B is already outside CAS. It is possible to create a hybrid, i.e., begin with the B route and end up with the C route. Note that the GA density there is quite high.
A08 Northwest	From a network perspective there is no connectivity, the proximity to the SUAs is a challenge, there is no driver from the en-route environment to progress these options. Very little consequence if these are not progressed.
A08 Northeast	Option A – FUA and CAS issues again. Not a safety issue. Option C, low level interaction with SOU. From a network level no issues. Climb gradients realistically achieved, up to 5.5 gradient is acceptable for most aircraft, above this airlines need to be engaged with. All options in this design envelope will be progressed.
A08 Southeast	Option B is a strange orientation against the DA. This is the main consideration. If arrivals come from a south-westerly position, then this could be progressed.
A08 South	Option C same applies as earlier with the departure of 26. Option will probably rule itself out as is probably not achievable. Also issues with C regarding the DA.
A26 Northwest	From a network perspective there is no connectivity, the proximity to the SUAs is a challenge, there is no driver from the en-route environment to progress these options. Very little consequence if these are not progressed.

Reference	Description
A26 Northeast	Options A extends beyond what we have been discussing with this direction on other envelopes with regards to the FUA. No other issues other than the CAS issue again.
A26 East Southeast	Options B is problematic because of its orientation to the DA but it is not impossible as it is possible to connect. Other issues are that it will require additional low-level CAS, possibly a driver for en-route level airspace to serve the B swathe.
A26 South	Option A regarding the DA, outside CAS and the joining point is close in which is potentially destabilises approaches and therefore maybe a liability issue.
Conclusions	All Northwest design envelopes will be discounted. All the other options are taken forward to stage 3 with notes about safety and connectivity where appropriate.

B. Annex B – Stakeholder List

B.1. Community Stakeholders

Bournemouth Airport Consultative Committee (ACC)	
Contact via [REDACTED]	
Christchurch Chamber of Trade & Commerce	New Forest District Council
Hurn Parish Council	Bransgore Parish Council
Christchurch Borough Council	Ferndown Town Council
Bournemouth Chamber of Trade & Commerce	Verwood Town Council
Crowhill Residents' Association	Dorset Chamber of Commerce & Industry
Burley Parish Council	Draken
Dorset County Council	Christchurch Tourism
Dorset Federation of Residents' Associations	New Forest National Park Authority
Bournemouth Christchurch & Poole Council	Broadstone Neighbourhood Forum
East Dorset District Council	Jumpers & St Catherine's Hill Residents Association
West Parley Parish Council	

B.2. Environmental Stakeholders

Environmental Bodies	
Natural England (SSSI Moors River System)	National Trust
Cranbourne Chase AONB Team (covers West Wiltshire Downs AONB also)	New Forest National Park Authority *

Dorset County Council (Dorset AONB) *	Hampshire County Council (New Forest National Park) *
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* Represented on ACC

B.3. Technical Stakeholders

Air Navigation Services Providers/ATC

NATS En-Route Ltd (NERL)	Bournemouth Airport ATC
NATS Southampton	NATS Farnborough
DAATM (MoD)	

Aircraft Operators

Draken	European Aviation / Maleth
EasyJet	Ryanair
Gama Aviation	TUI
Jota Aviation	Jersey Jet Centre
NetJets	FlexJet
Air Hamburg	JetFly Aviation of Luxembourg
BCFT	CAE Oxford
Bliss	Thurston
Fly with Me	European Cargo
Nacy Command HQ	British Airways
Jet2	Skyborne

B.4. Local Aviation Stakeholders

Neighboring Airports/Airfields/Flying Clubs	
Southampton Airport	Farnborough Airport
Lee on Solent	Newton Peveril
Eyres Field	Compton Abbas Airfield
Wessex Paragliding	Biggin Hill Airport
London Stansted Airport	London Heathrow Airport
London Gatwick Airport	Farnborough Airport
London City Airport	London Luton Airport
London Southend Airport	

B.5. Statutory Aviation Stakeholders

National Air Traffic Management Advisory Committee	
Airlines UK	British Parachute Association (BPA)

National Air Traffic Management Advisory Committee	
Airspace4All	General Aviation Alliance (GAA)
Airfield Operators Group (AOG)	Honourable Company of Air Pilots (HCAP)
Aircraft Owners and Pilots Association (AOPA)	Helicopter Club of Great Britain (HCGB)

Aviation Environment Federation (AEF)	Isle of Man CAA
British Airways (BA)	Light Aircraft Association (LAA)
BAe Systems	Low Fare Airlines
British Airline Pilots Association (BALPA)	Military Aviation Authority (MAA)
British Balloon and Airship Club	Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)
British Gliding Association (BGA)	NATS
British Helicopter Association (BHA)	PPL/IR (Europe)
British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo)	UK Airprox Board (UKAB)
Drone Major	

C. Annex C – Design Principle Evaluation Criteria

Design Principle		Qualitative Assessment	Green	Amber	Red
1	Safety – The airspace design and its operation must maintain or, where possible enhance, current levels of safety.	Initial qualitative assessment to determine any potential safety concerns. A more detailed assessment will be conducted in Stage 2B in the IOA Section Safety Assurance	Fully Met: No safety issues identified.	Partially Met: Issues identified that would require a more robust safety argument than today's operation.	Not Met: Issues identified that are unlikely to be overcome without prohibitively restrictive safety mitigations.
2	Overflight – The new procedures should not increase the number of people overflown by aircraft using the Airport.	High level qualitative assessment of people overflown, utilising population density maps and identifying new areas affected. A more detailed assessment will be conducted in Stage 2B in the IOA section 'Noise impact on health and quality of life'	Fully Met: Limits or has the potential to reduce the number of people overflown.	Partially Met: Number of people overflown is broadly similar but could be different communities to today.	Not Met: Has the potential to increase the number of people overflown.
3	Noise Footprint – The design should limit, and where practicable reduce, the impact of noise to stakeholders on the ground, in line with the Bournemouth Airport Noise Action Plan and, where possible, periods of built-in respite should be considered.	Initial high level qualitative assessment of noise impact to stakeholders on the ground (approximately 4000ft and below). Noise strategic maps provided. An assessment will be conducted in Stage 2B in the IOA Section 'Noise impact on health and quality of life'.	Fully Met: Limits or has the potential to reduce overall impacts of aircraft noise.	Partially Met: Impacts of aircraft noise likely to be broadly similar in terms of the number of people affected, new or different communities may be affected.	Not Met: Has the potential to increase the overall impact of aircraft noise on local communities.
4	Tranquillity – Where practical, route designs should limit effects upon sensitive areas. These may include cultural or historic assets, tranquil or rural areas, sites of care or education and AONB's.	Initial high level qualitative assessment. A more detailed assessment will be conducted in Stage 2B in the IOA sections 'Tranquillity' and 'Biodiversity'. Reference to sites of care or education, cultural or historic assets have not been included at this stage due to the 'swathe approach' covering too large an area to be useful when assessing individual sites– these will be fully assessed later in the options appraisal stages when the swathes are refined to more precise routes - 'lines on the map'.	Fully Met: Limits effects on Noise Sensitive Areas and does not result in any overflight of a AONB or a NP below 7000ft.	Partially Met: May result in overflight of a portion of an AONB or a NP, also may result in overflight of tranquil areas important to local communities such as reservoirs or parks.	Not Met: Results in direct and significant overflight of AONBs or NPs and/or various tranquil areas important to local communities.
5	Emissions and Air Quality – The proposed design should minimise CO ₂ emissions per flight.	Initial high level qualitative assessment. A further assessment will be conducted in Stage 2B in the IOA Sections 'Greenhouse gas impact' and 'Fuel burn'.	Fully Met: Has potential to minimise CO ₂ emissions.	Partially Met: CO ₂ emissions likely to be the same or similar to today's operation.	Not Met: Has the potential to increase CO ₂ emissions.
6	Airspace Dimensions – The volume and classification of controlled airspace required for	High level qualitative assessment of the airspace required for each option. A more detailed assessment will be conducted in Stage 2B in the IOA Section 'Access'. This DP will also be	Fully Met: Allows for either a reduction in the volume of CAS required	Partially Met: May require more controlled airspace but	Not Met: Significant additional volumes of CAS are required to

Design Principle		Qualitative Assessment	Green	Amber	Red
	Bournemouth Airport should afford the appropriate volume to contain and support commercial air transport for both runways, enabling safe, efficient airspace design which considers the needs of all airspace users.	assessed more thoroughly in Stage 3 when the options are refined to give more precise routes.	or does not require any additional CAS.	the minimum necessary.	contain the proposed option.
7	Airspace Complexity – The airspace design should seek to reduce complexity and bottlenecks in controlled and uncontrolled airspace and contribute to a reduction in airspace infringements	High level qualitative assessment against the baseline option. Further assessment will be conducted in Stage 2B in the IOA Section 'Capacity/resilience'.	Fully Met: Does not result in a complex CTA/CTR configuration with numerous different base levels likely to lead to inadvertent CAS penetrations.	Partially Met: Results in changes to the CAS configuration that may cause other aviators some minor challenges.	Not Met: Results in a highly complex CAS configuration.
8	Technical Requirements – The design shall be acceptably compliant with PANS-OPS and UK CAA criteria to meet the technical capability requirements of aircraft using the airport.	High level qualitative assessment of whether the options meet the technical requirements of all airspace users including aircraft types, equipment and performance. This DP will also be assessed more thoroughly in Stage 3 when the options are refined to give more precise routes.	Fully Met: Meets the technical requirements of almost all airport operators.	Partially Met: Meets the technical requirements of most airport operators.	Not Met: Does not meet the technical requirements of airport operators.
9	Systemisation - The arrival transitions and departure procedures shall be deconflicted and integrate with the en-route network and Southampton Airport, as per the FAS(S) programme. Arrival transitions shall integrate with the Instrument Approach Procedures (IAPs) reducing the requirement for tactical coordination.	Initial high level qualitative assessment of the systemisation potential of the swathe. Further assessment will be conducted in Stage 2B in the IOA section 'Capacity/resilience'.	Fully Met: Integrates with the en-route network and is likely to reduce the need for tactical coordination and vectoring within the CTA/CTR.	Partially Met: Integrates with the en-route network but may not reduce the need for tactical coordination and vectoring within the CTA/CTR.	Not Met: Does not integrate with the en-route network and will not decrease the need for tactical coordination and vectoring within the CTA/CTR.
10	Independence - Where possible, the new procedures and airspace configuration should enable Bournemouth Airport to access controlled airspace independently of	Qualitative assessment at this stage, further consideration in the IOA general Aviation, Access, and Impact from increased effective capacity. A more detailed analysis will be carried out in stage 3 of this ACP	Fully Met: Allows for access to controlled airspace independently of Southampton Radar service	Partially Met: The same as the current situation, i.e. service provision still required from SOU radar	Not Met: Greater service provision from Southampton Radar service would be required

Design Principle		Qualitative Assessment	Green	Amber	Red
	service provision from the Southampton Radar service.				
11	Operational Cost - Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to optimise fuel efficiency.	Assessed similarly to DP5 - Emissions and Air Quality, qualitative assessment of fuel efficiency and community impact, using track miles as an indicator of fuel efficiency. Initial high level qualitative assessment. Further assessment relating to this DP will be conducted in Stage 2B in the IOA section 'Fuel burn'.	Fully Met: Fuel efficiency is optimal without an adverse impact on local communities.	Partially Met: Fuel efficiency is optimal however there is some impact on local communities.	Not Met: Fuel efficiency not optimised.
12	AMS Realisation – This ACP must serve to further, and not conflict with, the realisation of the AMS.	Initial high level qualitative assessment on whether the swathe aligns with the strategic objectives of the AMS. Where an option meets the AMS objective but does not provide any improvement from today then this has been noted in the assessment.	Fully Met: Aligned with the AMS.	Partially Met: Partially aligned with the AMS.	Not Met: Not aligned with the AMS.
13	PBN – The new procedures should capitalise on as many of the potential benefits of PBN implementation as are practicable.	Initial high level qualitative assessment on whether the options for routes will utilise PBN and its benefits, e.g. simplifying route integration, more direct routes and less track mileage.	Fully Met: Fully compliant with the latest navigational standards.	Partially Met: Some PBN benefits utilised but potential to not be fully compliant.	Not Met: PBN not utilised.

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