Airspace Change Proposal Stage 2a

Supplementary Information Document

Bournemouth Airport Design Principle Evaluation

Bournemouth Airport FASI(S)

ACP-2019-43

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Executive Summary

This Supplementary Information Document accompanies the presentation "*Introduction of Do-Minimum Options and Baseline Changes for Bournemouth Airport (BOH)"* and provides full Design Principle Evaluation (DPE) assessments for all options associated with the Bournemouth Airspace Change Proposal (ACP 2019-43).

The document presents qualitative assessments for each option, including the newly defined baselines and Do-Minimum options, grouped by Design Envelope (DE) for both Runways 08 and 26. Each section contains comparative images of the baseline, Do-Minimum, and associated options, followed by detailed DPE tables.

The DPE process evaluates each option against thirteen Design Principles (DPs) agreed with stakeholders, covering safety, environmental and community impact, systemisation, independence, and alignment with the Airspace Modernisation Strategy (AMS). These assessments build upon previous engagement rounds, incorporating CAA feedback and updated evaluation criteria issued in 2025.

This Supplementary Document ensures transparency in how each option performs against the agreed Design Principles and provides the evidence base for ongoing stakeholder engagement prior to refinement and appraisal at the next stage of the CAP 1616 process.

Abbreviations

ACP	Airspace Change Proposal
AMS	UK Airspace Modernisation Strategy
AONB	Area Outstanding Natural Beauty
ATC	Air Traffic Control
BOH	Bournemouth Airport
CAA	Civil Aviation Authority
CAS	Controlled Airspace
DA	Danger Area
DE	Design Envelope
Do Min	Do-Minimum Option
DP / DPE	Design Principle / Design Principle Evaluation
FASI(S)	Future Airspace Implementation South
FUA	Flexible Use of Airspace
IFP	Instrument Flight Procedure
LTMA	London Terminal Manoeuvring Area
NERL	NATS (En-route) Ltd
NP	National Park
NTK	Noise and Track Keeping
PBN	Performance-Based Navigation
RNP	Required Navigation Performance
SPA	Special Protection Area
SME	Subject Matter Expert

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1. Introduction

This Supplementary Information Document has been produced to support the Bournemouth Airport Airspace Change Proposal (ACP 2019-43) and accompanies the presentation "*Introduction of Do-Minimum Options and Baseline Changes for BOH*."

It provides detailed Design Principle Evaluations (DPEs) for all current baselines, Do-Minimum options, and design options within each Design Envelope (DE) for Runways 08 and 26.

The aim of this document is to present, in a transparent and structured format, how each option performs against the agreed Design Principles (DPs) established through stakeholder engagement. These principles reflect Bournemouth Airport's strategic, operational, environmental, and community objectives and form the foundation for assessing and comparing route design concepts in accordance with CAP 1616.

Following feedback from the Civil Aviation Authority (CAA), the DPE process has been updated to:

- Reflect the redefined baselines based on current traffic patterns rather than previously used design options.
- Introduce Do-Minimum options across all relevant Design Envelopes, providing a clear and consistent benchmark for comparison.
- Address comments regarding the clarity and justification of design envelopes and option naming conventions.
- Apply the updated 2025 DPE criteria, ensuring alignment with the latest CAA guidance and consistency across all Bournemouth ACP documentation.

Each section of this report includes:

- Visual depictions of baselines, Do-Minimums, and associated options.
- Qualitative DPE tables summarising performance against the agreed DPs.
- Commentary highlighting where changes have been made and the rationale behind them.

This document also supports the aims of the UK Airspace Modernisation Strategy (AMS) by demonstrating how Bournemouth's proposed route designs seek to:

- Improve operational efficiency and predictability through Performance-Based Navigation (PBN)
- Enhance safety by standardising procedures and reducing ATC intervention.
- Reduce environmental impact
- Strengthen systemisation and interoperability within the wider NATS network.

Together, these updates ensure that Bournemouth Airport's airspace change proposal remains technically robust, environmentally responsible, and fully compliant with CAP 1616 and AMS objectives while maintaining transparency and engagement with all stakeholders.

2. 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	**Not Met:** Results in direct and significant overflight of AONBs or NPs and/or various tranquil areas important to local communities.

Design Principle		Qualitative Assessment	Green	Amber	Red
				reservoirs or parks.	
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 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.	**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.
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	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.

Design Principle		Qualitative Assessment	Green	Amber	Red
	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.	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 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	**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 Southampton Radar service	**Not Met:** Greater service provision from Southampton Radar service would be required
11	**Operational Cost** - Provided it does not have an adverse impact to community disturbance and other airspace users, procedures should be designed to	Assessed similarly to DP5 - Emissions and Air Quality, more track miles will incur more fuel cost. 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.

Design Principle		Qualitative Assessment	Green	Amber	Red
	optimise fuel efficiency.				
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.

Airspace Modernisation Strategy (AMS) Key Objectives.

DP12 AMS Realisation is assessed against the four AMS strategic objectives: Safety, Integration, Simplification and Environment[1]. These are summarised below:

- **Safety:** Maintaining and where possible improve the levels of safety, this objective has priority over all other 'ends' to be achieved.
- **Integration of diverse users**: 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] More information about the AMS strategy CAP1711 can be found on the CAA website.

The Government's key environmental objectives[2] with regards to the AMS and air navigation are as follows:

- *Limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise;*
- *Ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and*
- *Minimise local air quality emissions and in particular, ensure that the UK complies with its international obligations on air quality.*

[2] See DfT Air Navigation Guidance 2017, pg. 8 and/or Environmental Assessment Requirements and Guidance for Airspace Change Proposals CAP 1616i, pg. 8.

3. Northwest Design Envelope Departures 08

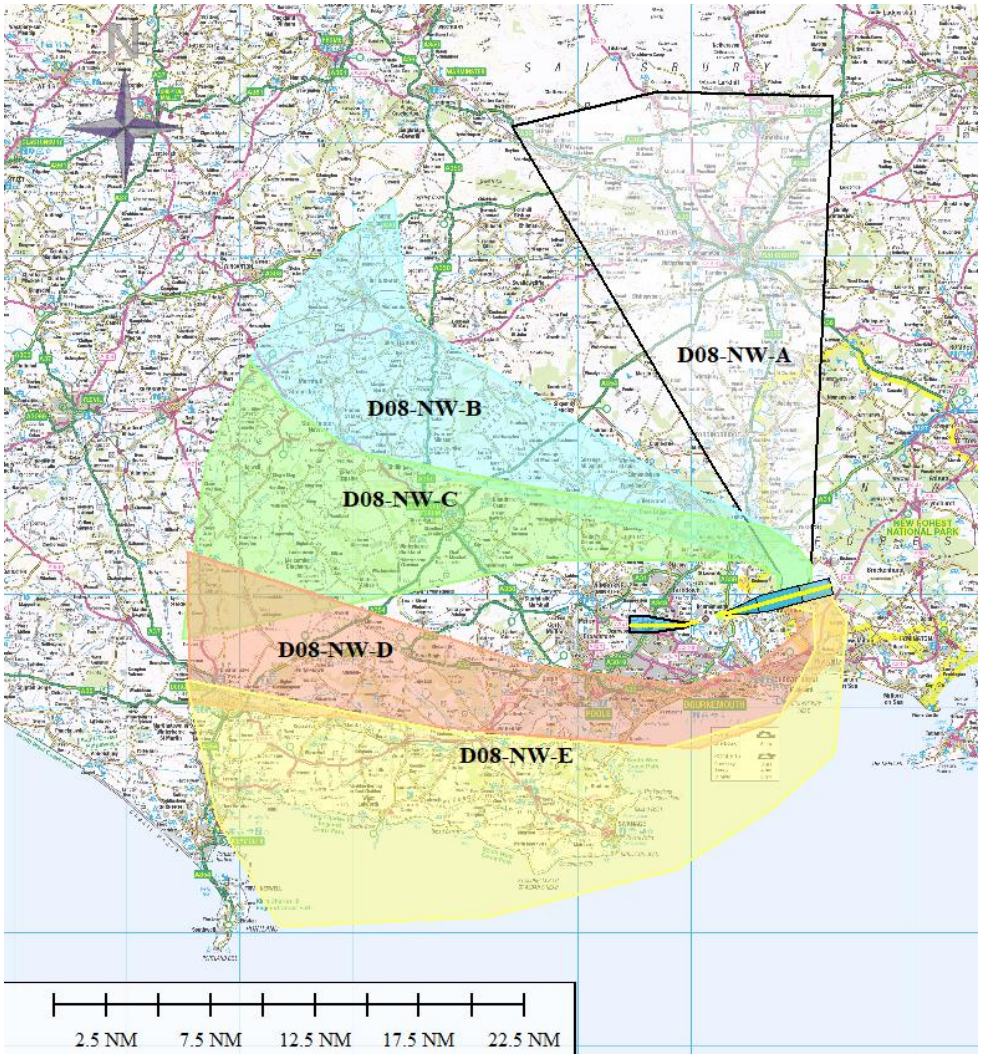

Figure 1: Northwest Design Envelope – 08 Departures

3.1. Option **D08-NW-A**

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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				

D08-NW-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 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 1: Option D08-NW-A DP Assessment

3.3. Option **D08-NW-B**

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.				
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.				

D08-NW-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 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.				
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 the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				

D08-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 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 2: Option D08-NW-B DP Assessment

3.5. Option **D08-NW-C**

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.				
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.				

D08-NW-C	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 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.				
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 the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				

D08-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 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 3: Option D08-NW-C DP Assessment

3.6. Option **D08-NW-D**

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.				
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.				

D08-NW-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				

D08-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 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 4: Option D08-NW-D DP Assessment

3.8. Option **D08-NW-E**

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.				

D08-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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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-E	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 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 5: Option D08-NW-E DP Assessment

4. Northeast Design Envelope Departures 08

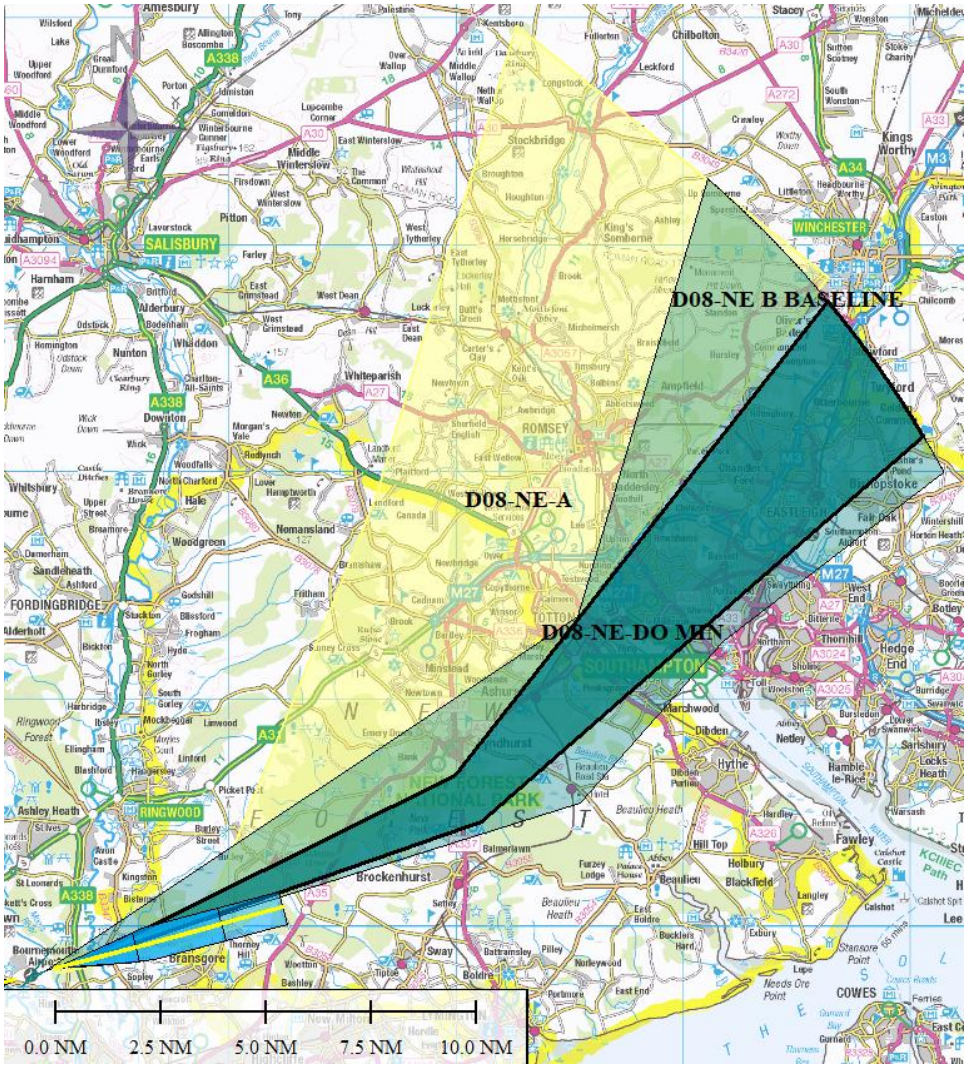

Figure 2: Departure Options Runway 05 - Northwest

4.1. Option **D08-NE-B BASELINE**

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.				
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-B Baseline	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

D08-NE-B Baseline	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 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 6: Option D08-NE-B BASELINE DP Assessment

4.2. Option **D08-NE-DO MINIMUM**

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.	
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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	

D08-NE-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 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 7: Option D08-NE-DO MIN DP Assessment

4.3. Option **D08-NE-A**

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.				
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.				

D08-NE-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

D08-NE-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 8: Option D08-NE-A DP Assessment

5. East Design Envelope Departures 08

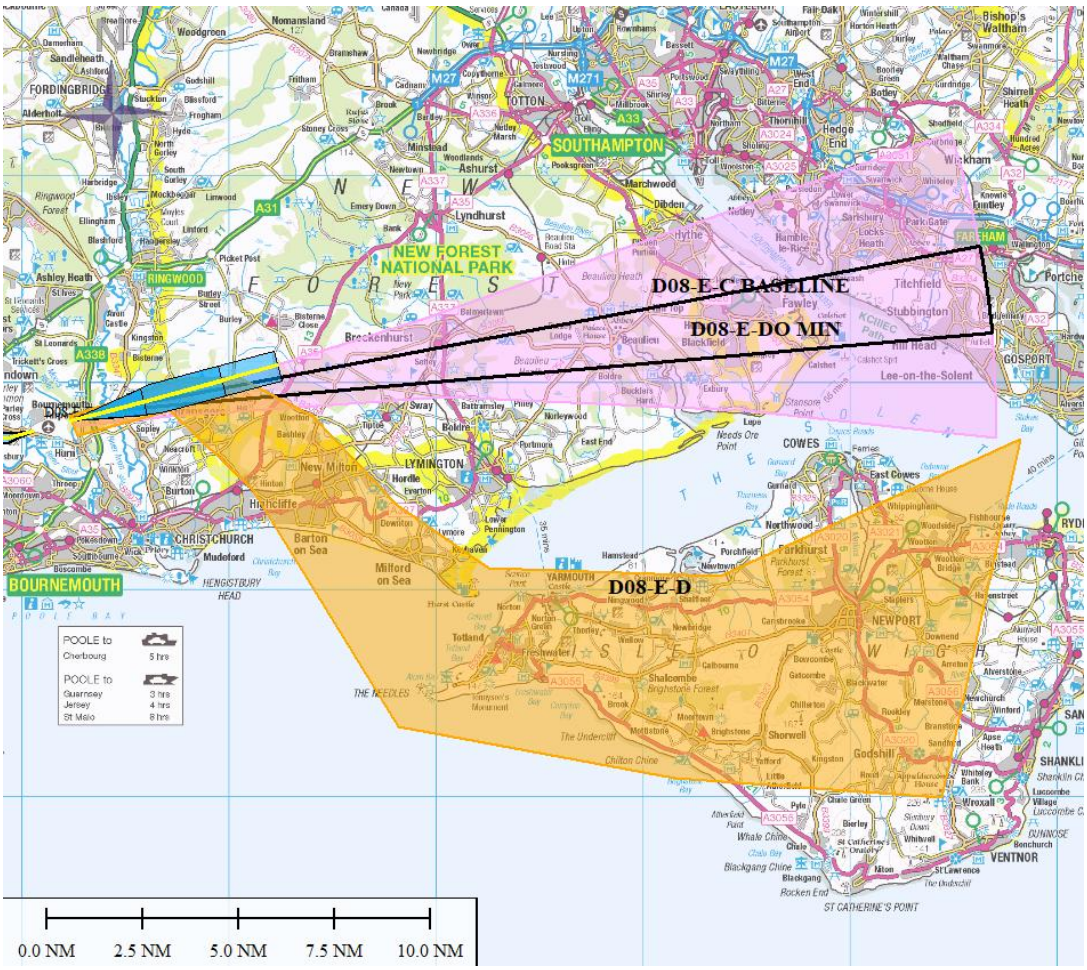

Figure 3: East Design Envelope – Departures 08

5.1. Option **D08-E-C BASELINE**

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.				
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-E-C Baseline	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

D08-E-C Baseline	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 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 9: Option D08-E-C BASELINE DP Assessment

5.2. Option **D08-E-DO MINIMUM**

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.	
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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	

D08-E-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 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 10: Option D08-E-DO MIN DP Assessment

5.3. Option **D08-E-D**

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.				
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-E-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 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 the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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 fully met as meets the 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 11: Option D08-E-D DP Assessment

6. South Design Envelope Departures 08

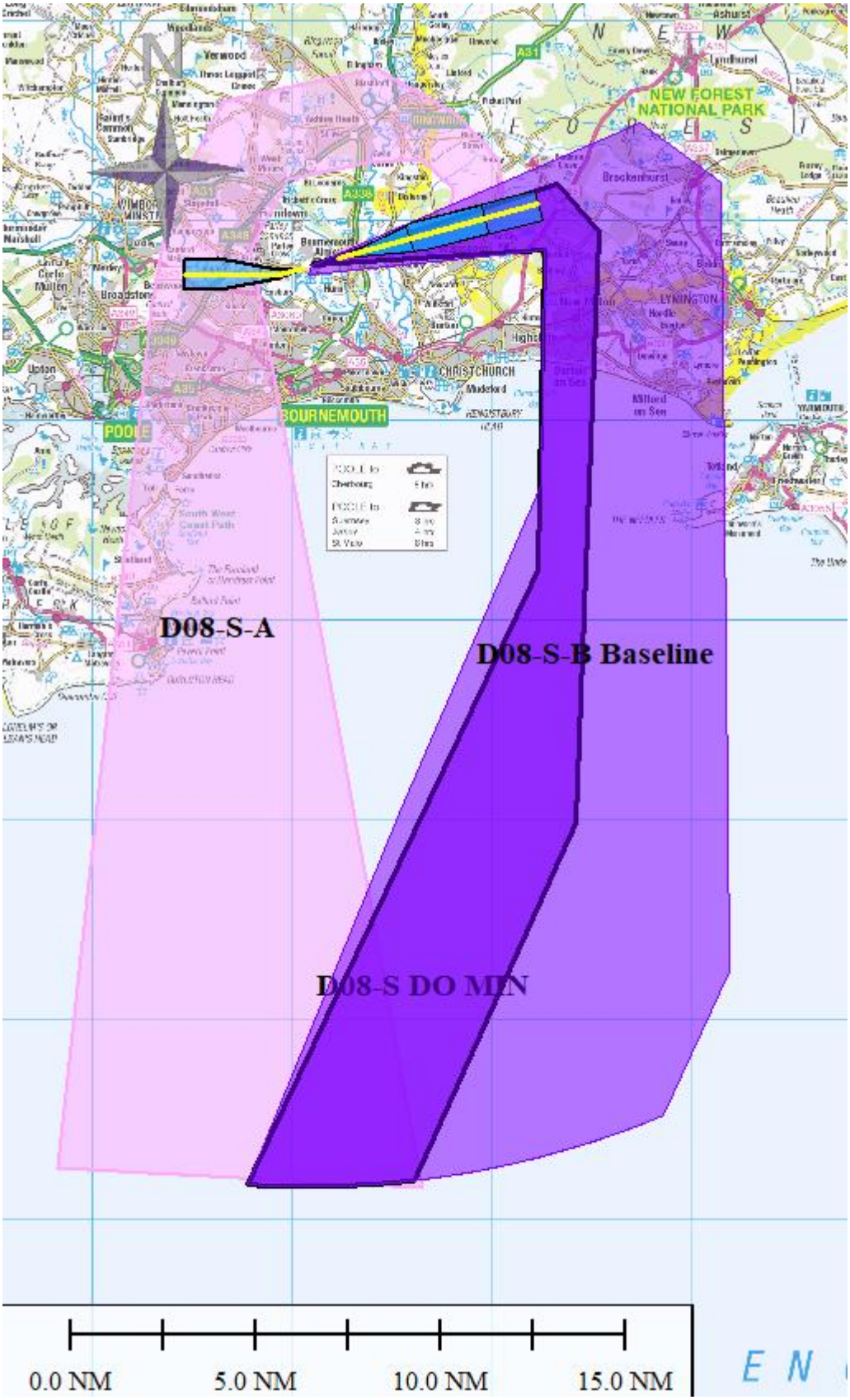

Figure 4: South Design Envelope – Departures 08

6.1. Option **D08-S-B BASELINE**

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.				
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.				

D08-S-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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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 12: Option D08-S-B BASELINE DP Assessment

6.2. Option **D08-S-DO MINIMUM**

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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	
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.	

D08-S-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 13: Option D08-S-DO MIN DP Assessment

6.4. Option **D08-S-A**

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.				
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.				

D08-S-A	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

D08-S-A	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 environmental sustainability 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 14: Option D08-S-A DP Assessment

7. Northwest Design Envelope Arrivals 08

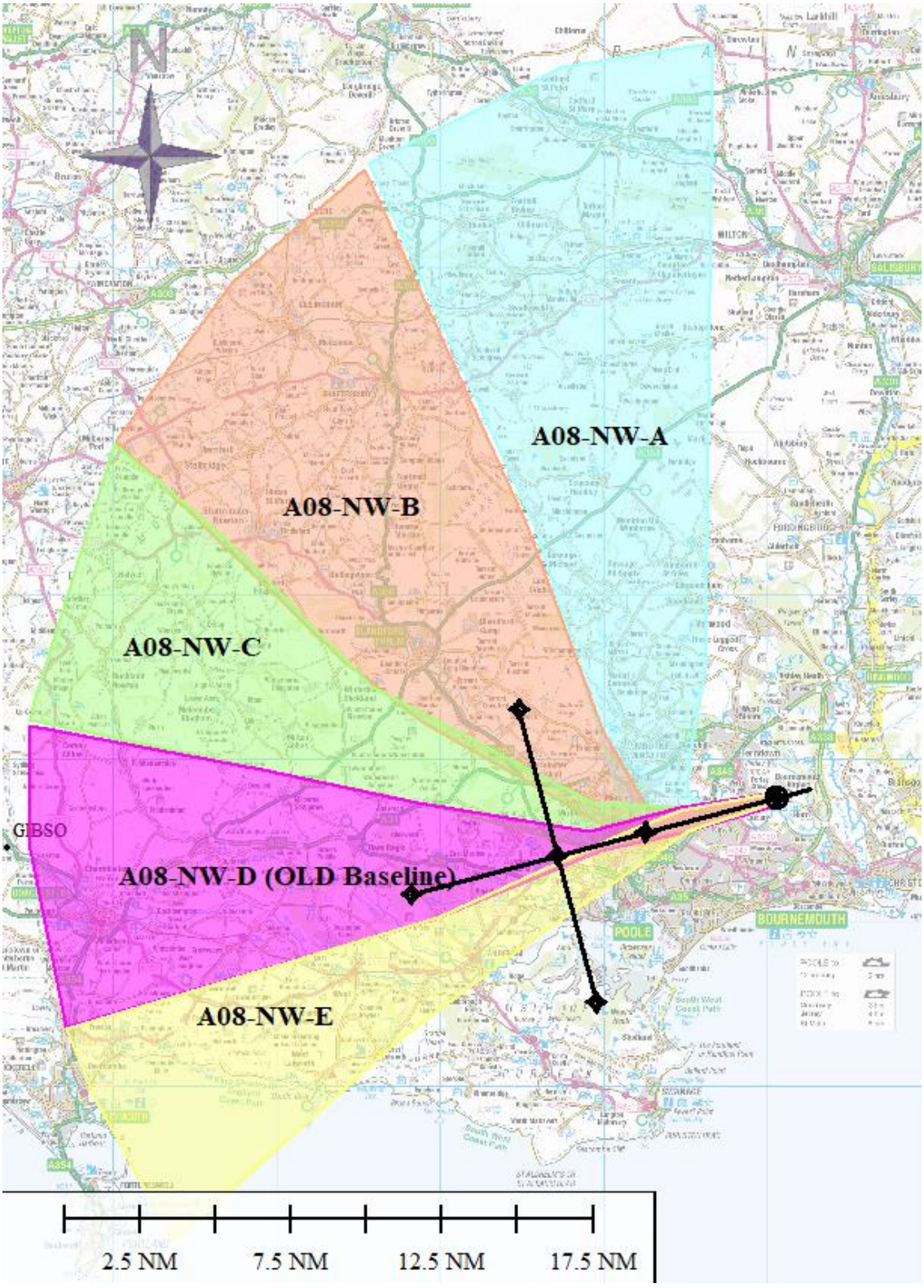

Figure 5: Northwest Design Envelope Arrivals 08

7.1. Option **A08-NW-A**

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.				

A08-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. 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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				

A08-NW-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 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 15: Option A08-NW-A DP Assessment

7.2. Option **A08-NW-B**

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.				
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.				

A08-NW-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				

A08-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 16: Option A08-NW-B DP Assessment

7.3. Option **A08-NW-C**

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.				
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, 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.				

A08-NW-C	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A08-NW-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 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 17: Option A08-NW-C DP Assessment

7.4. Option **A08-NW-D**

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.				
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.				

A08-NW-D	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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				

A08-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 18: Option A08-NW-D DP Assessment

7.5. Option **A08-NW-E**

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.				

A08-NW-E	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. This option would mean extra track miles for any northbound 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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A08-NW-E	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 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 19: Option A08-NW-E DP Assessment

8. Northeast Design Envelope Arrivals 08

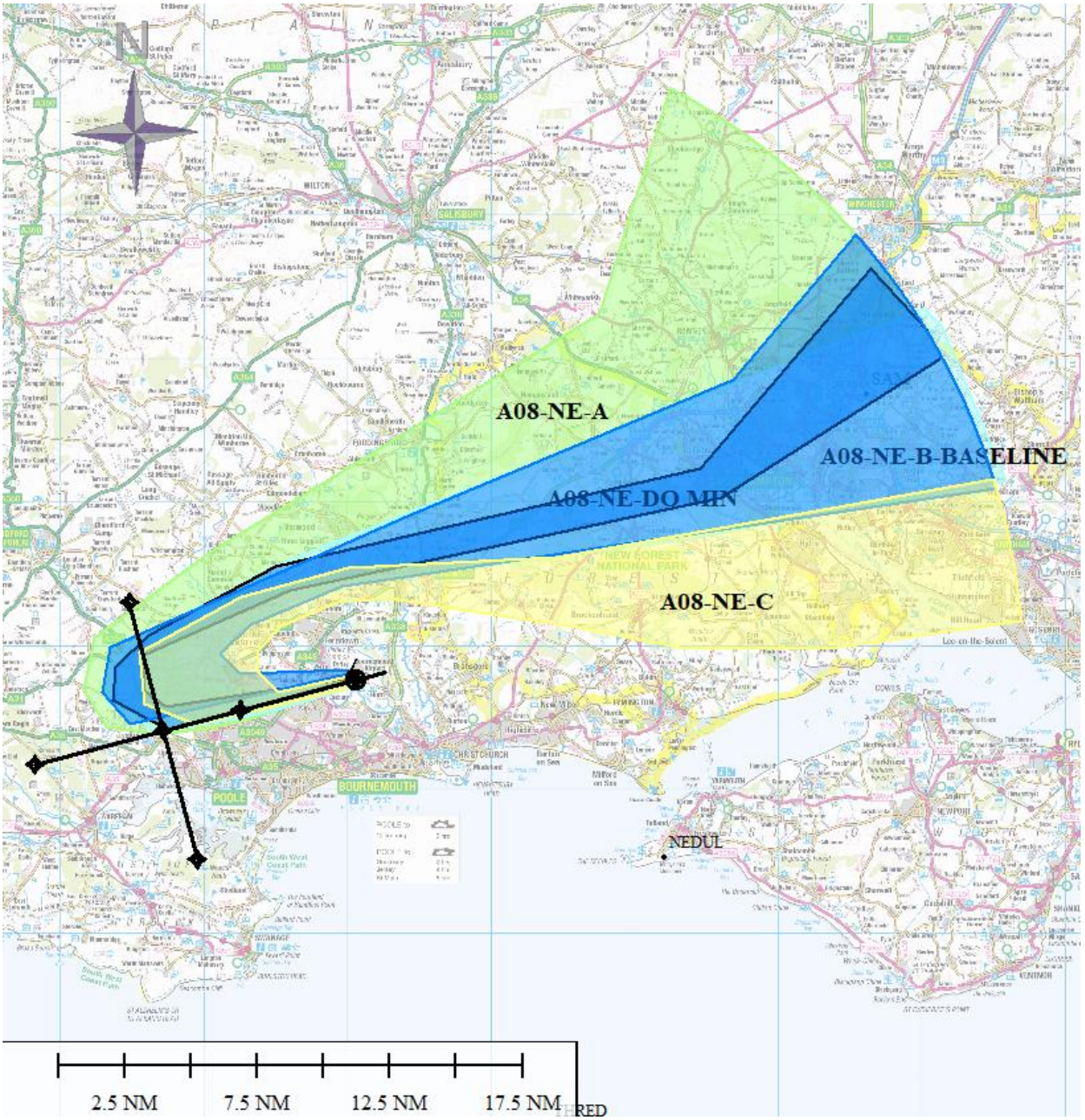

Figure 6: Northeast Design Envelope Arrivals 08

8.1. Option **A08-NE-B BASELINE**

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.				
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.				

A08-NE-B Baseline	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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-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 20: Option A08-NE-B BASELINE DP Assessment

8.2. Option **A08-NE-DO MINIMUM**

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.	
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.	

A08-NE-DO MIN	Design Principle	Qualitative Assessment	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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	
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 21: Option A08-NE-DO MIN DP Assessment

8.3. Option **A08-NE-A**

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.				

A08-NE-A	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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 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				

A08-NE-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 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 22: Option A08-NE-A DP Assessment

8.4. Option **A08-NE-C**

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.				
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.				

A08-NE-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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 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.				

A08-NE-C	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 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 23: Option A08-NE-C DP Assessment

9. Southeast Design Envelope Arrivals 08

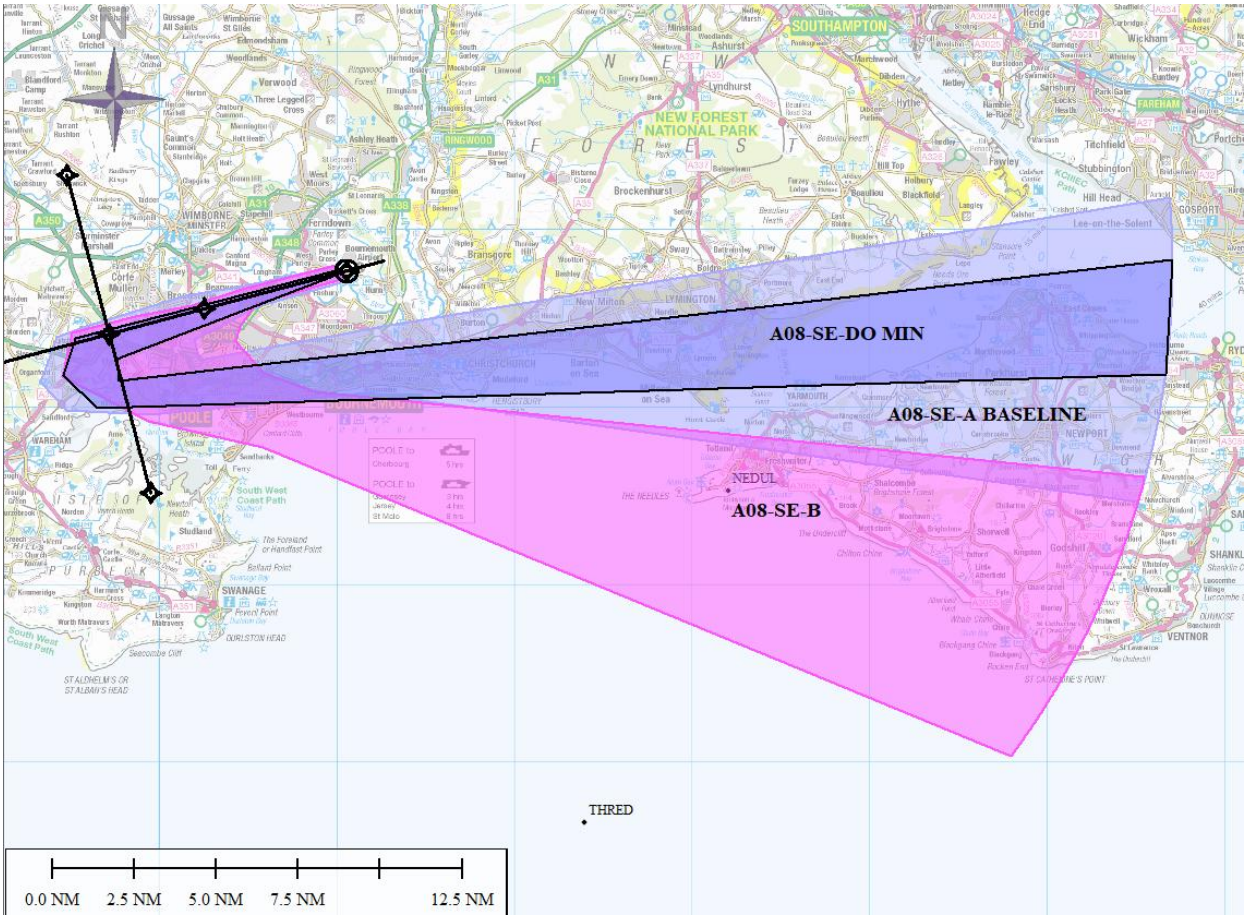

Figure 7: Southeast Design Envelope Arrivals 08

9.1. Option **A08-SE-A BASELINE**

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.				

A08-SE-A 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 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.				

A08-SE-A 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A08-SE-A 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 24: Option A08-SE-A BASELINE DP Assessment

9.3. Option **A08-SE-DO MINIMUM**

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 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.	
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 the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	

A08-SE-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 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 25: Option A08-SE-DO MIN DP Assessment

9.5. Option **A08-SE-B**

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.				
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.				

A08-SE-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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 26: Option A08-SE-B DP Assessment

10. South Design Envelope Arrivals 08

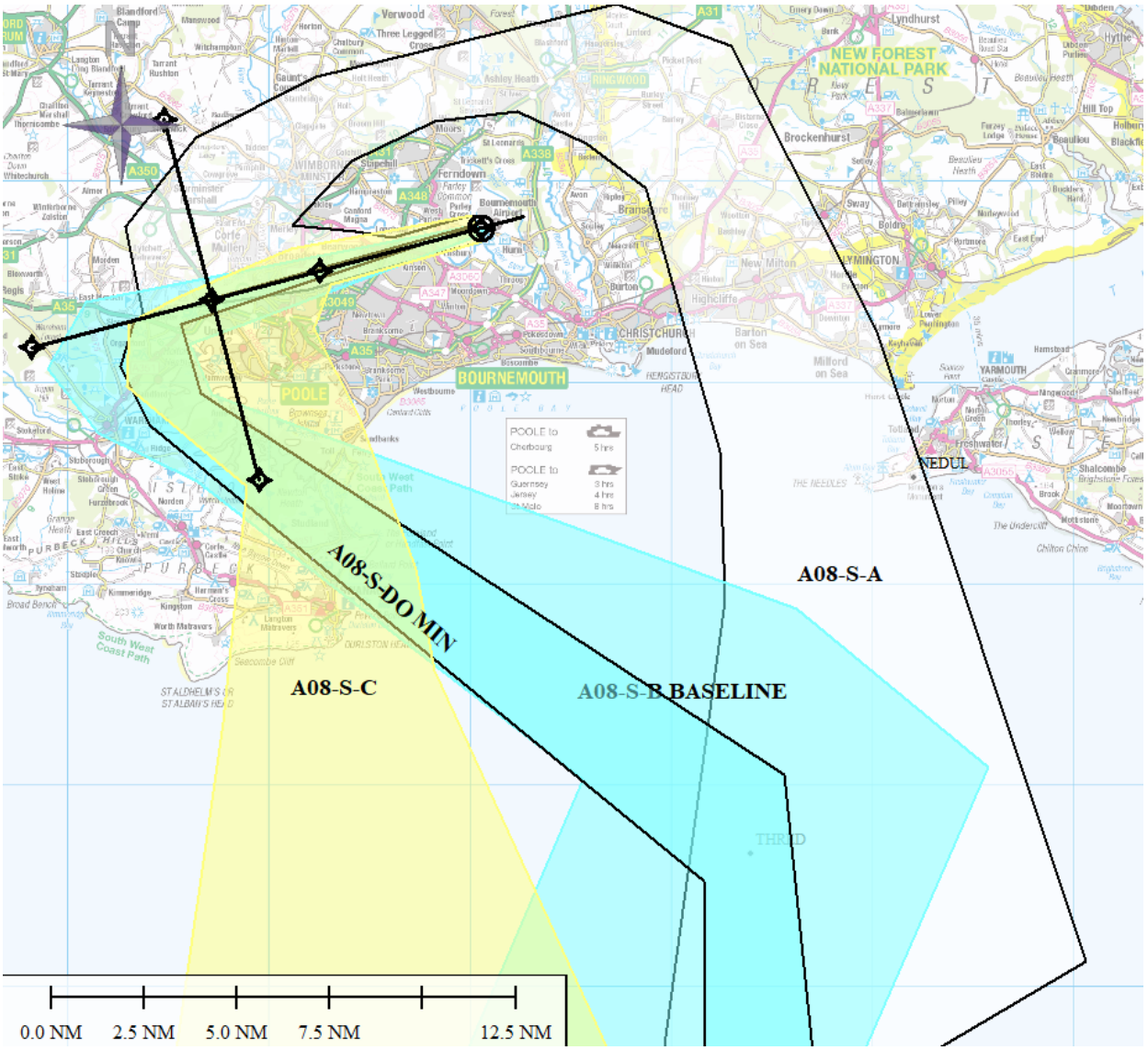

Figure 8: South Design Envelope Arrivals 08

10.1. Option **A08-S-B BASELINE**

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.				

A08-S-B Baseline	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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A08-S-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 27: Option A08-S-B BASELINE DP Assessment

10.2. Option **A08-S-DO MINIMUM**

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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	

A08-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 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 28: Option A08-S-DO MIN DP Assessment

10.3. Option **A08-S-A**

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.	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.				
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.				

A08-S-A	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				
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.				

A08-S-A	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 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 29: Option A08-S-A DP Assessment

10.4. Option **A08-S-C**

A08-S-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 depending on final track placement, this option could see penetration of danger areas - EG D31 Portland and 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).				
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				

A08-S-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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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 not met as fails to achieve AMS objectives.				

A08-S-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 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 30: Option A08-S-C DP Assessment

11. Northwest Design Envelope Departures 26

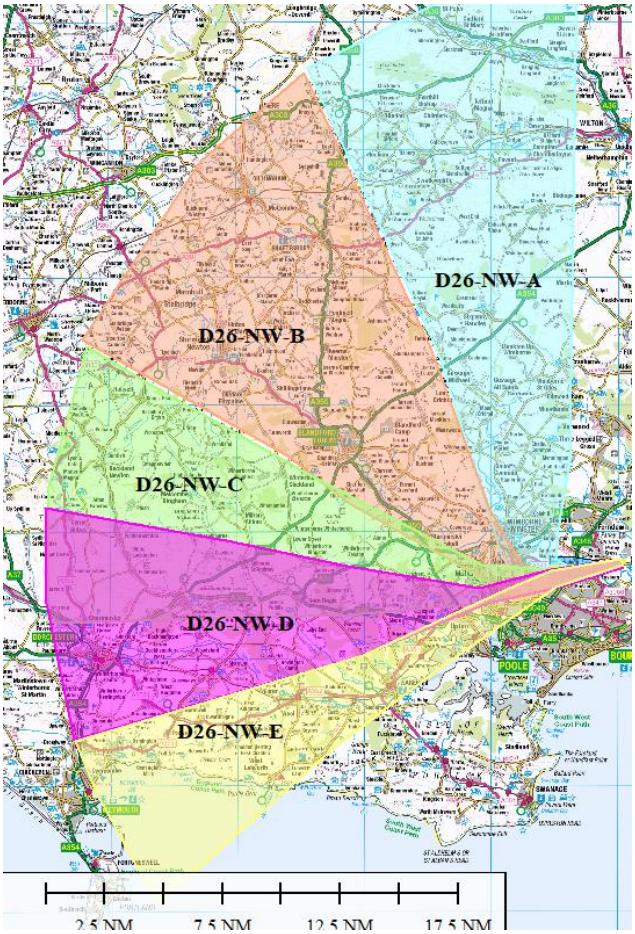

Figure 9: Northwest Design Envelope Departures 26

11.1. Option **D26-NW-A**

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.				

D26-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				

D26-NW-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 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 31: Option D26-NW-A DP Assessment

11.2. Option **D26-NW-B**

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.				
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.				

D26-NW-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				

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 32: Option D26-NW-B DP Assessment

11.3. Option **D26-NW-C**

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 mat 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.				

D26-NW-C	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 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				
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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				

D26-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 33: Option D26-NW-C DP Assessment

11.4. Option **D26-NW-D**

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.				

D26-NW-D	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

D26-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 34: Option D26-NW-D DP Assessment

11.5. Option **D26-NW-E**

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.				

D26-NW-E	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

D26-NW-E	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 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 35: Option D26-NW-E DP Assessment

12. East Design Envelope Departures 26

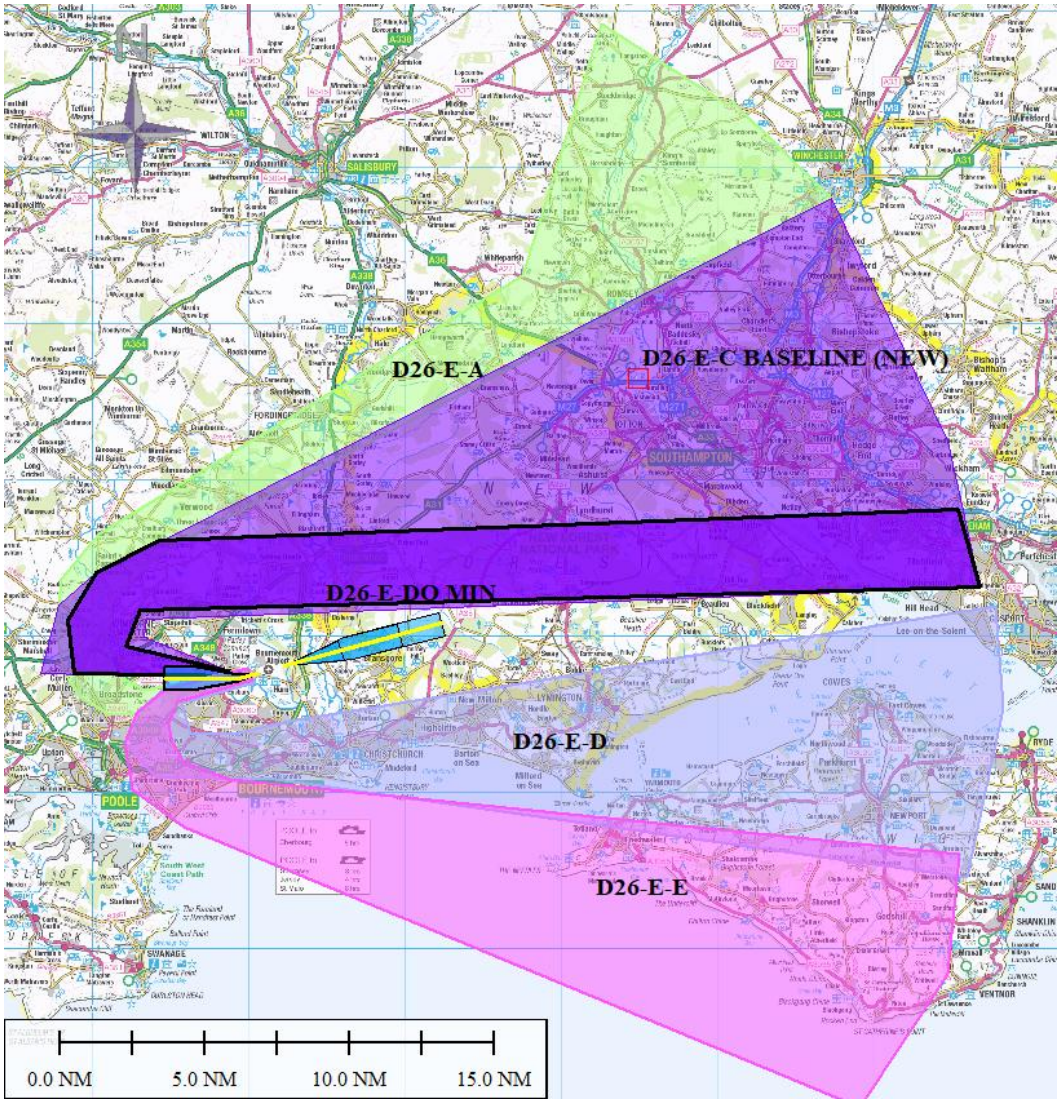

Figure 10: East Design Envelope Departures 26

12.1. Option **D26-E-C BASELINE**

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.				
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.				

D26-E-C 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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 36: Option D26-E-C BASELINE DP Assessment

12.2. Option **D26-E-DO MINIMUM**

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.	
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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	

D26-E-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 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 D26-E-DO MIN DP Assessment

12.3. Option **D26-E-A**

D26-E-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 however the communities overflown would be different with this option from the baseline option.				
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.				

D26-E-A	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 partially mat 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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 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 38: Option D26-E-A DP Assessment

12.4. Option **D26-E-D**

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.				

D26-E-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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 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.				

D26-E-D	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 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 39: Option D26-E-D DP Assessment

12.5. Option **D26-E-E**

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).				
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.				

D26-E-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

D26-E-E	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 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 40: Option D26-E-E DP Assessment

13. South Design Envelope Departures 26

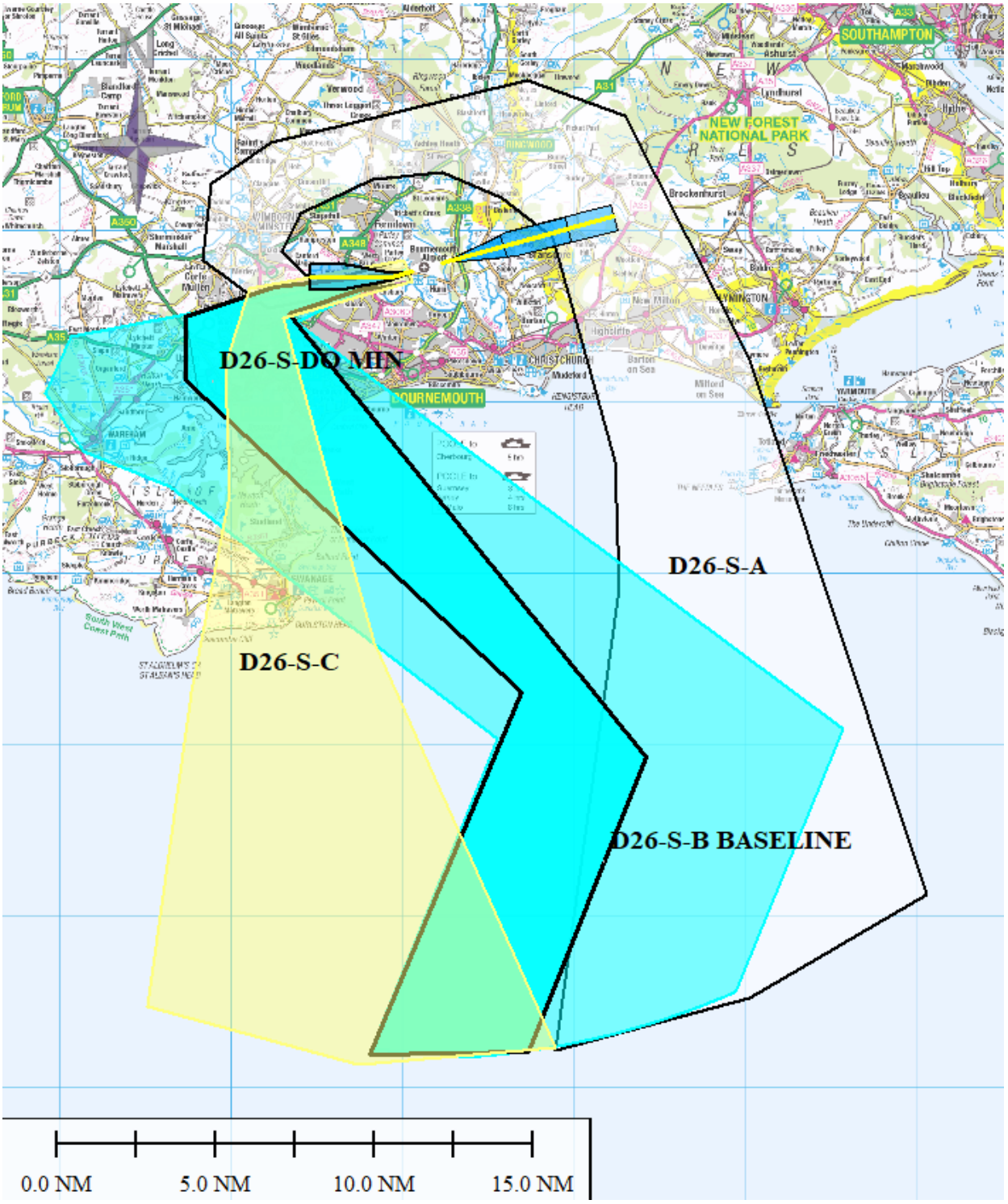

Figure 11: South Design Envelope Departures 26

13.1. Option **D26-S-B BASELINE**

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.				

D26-S-B Baseline	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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

D26-S-B Baseline	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 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 41: Option D26-S-B BASELINE DP Assessment

13.2. Option **D26-S-DO MINIMUM**

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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	

D26-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 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 42: Option D26-S-DO MIN DP Assessment

13.3. Option **D26-S-A**

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.				
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.				

D26-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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				

D26-S-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 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 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 43: Option D26-S-A DP Assessment

13.4. Option **D26-S-C**

D26-S-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 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.				

D26-S-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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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 not met as fails to achieve AMS objectives.				

D26-S-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 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 44: Option D26-S-C DP Assessment

14. Northwest Design Envelope Arrivals 26

Figure 12: Northwest Design Envelope Arrivals 26

14.1. Option **A26-NW-A**

A26-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.				

A26-NW-A	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 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.				
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 the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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-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 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 45: Option A26-NW-A DP Assessment

14.2. Option **A26-NW-B**

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.				
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, 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-B	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A26-NW-B	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, 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 46: Option A26-NW-B DP Assessment

14.3. Option **A26-NW-C**

A26-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, 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.				

A26-NW-C	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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-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 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 47: Option A26-NW-C DP Assessment

14.4. Option **A26-NW-D**

A26-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.				

A26-NW-D	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A26-NW-D	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, 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 48: Option A26-NW-D DP Assessment

14.5. Option **A26-NW-E**

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.				

A26-NW-E	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. This option would mean extra track miles for any northbound 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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				

A26-NW-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 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 49: Option A26-NW-E DP Assessment

Northeast Design Envelope Arrivals 26

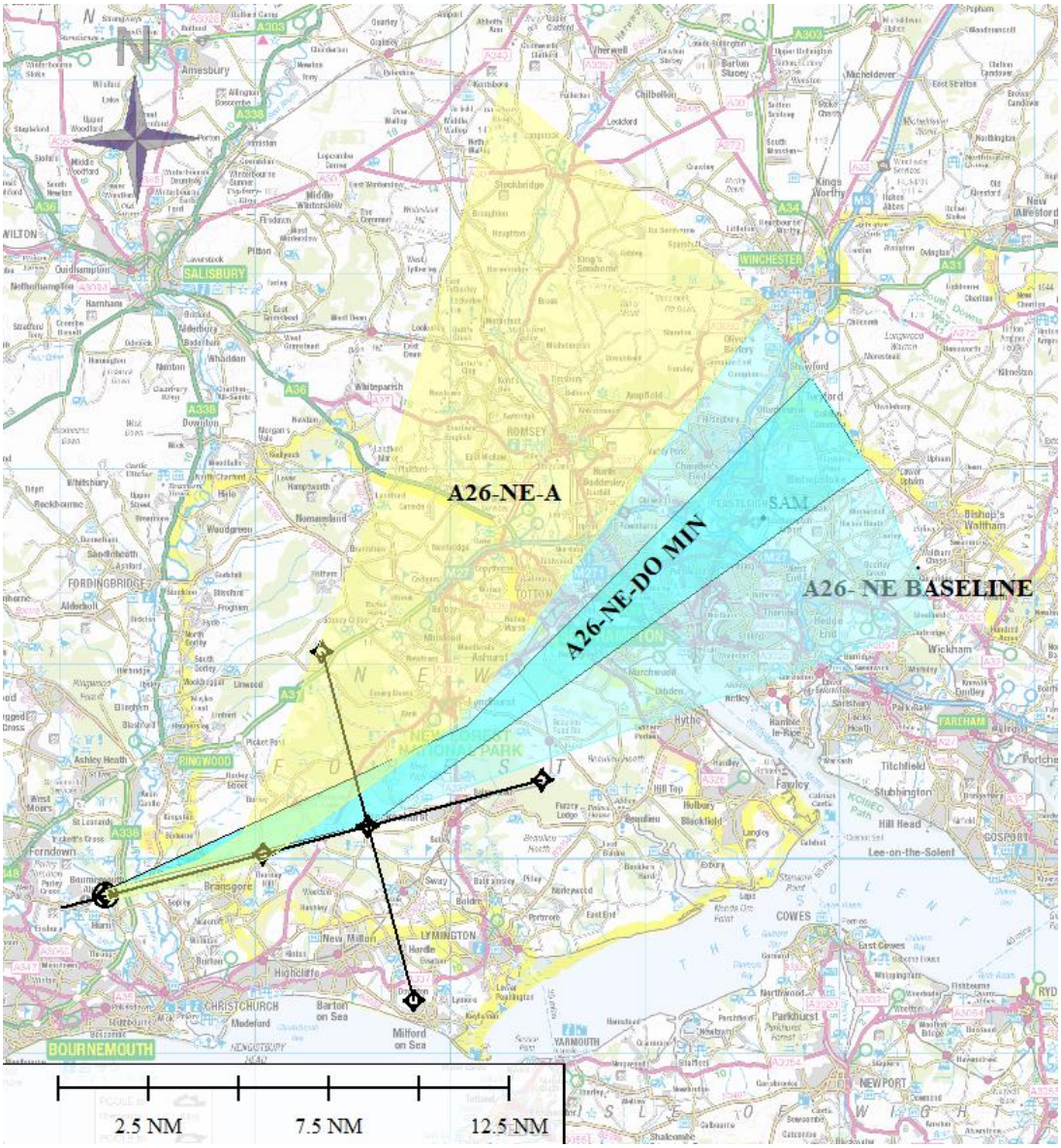

Figure 13: Northeast Design Envelope Arrivals 26

14.6. Option **A26-NE-B BASELINE**

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.				

A26-NE-B Baseline	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A26-NE-B Baseline	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 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 50: Option A26-NE-B BASELINE DP Assessment

14.7. Option **A26-NE-DO MINIMUM**

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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	

A26-NE-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 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.	
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 A26-NE-DO MIN DP Assessment

14.8. Option **A26-NE-A**

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 overflown by aircraft using the Airport.	Assessed as partially met due to the same number of people being overflown as today, however different communities would be 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 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 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.				

A26-NE-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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A26-NE-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 52: Option A26-NE-A DP Assessment

15. East Southeast Design Envelope Arrivals 26

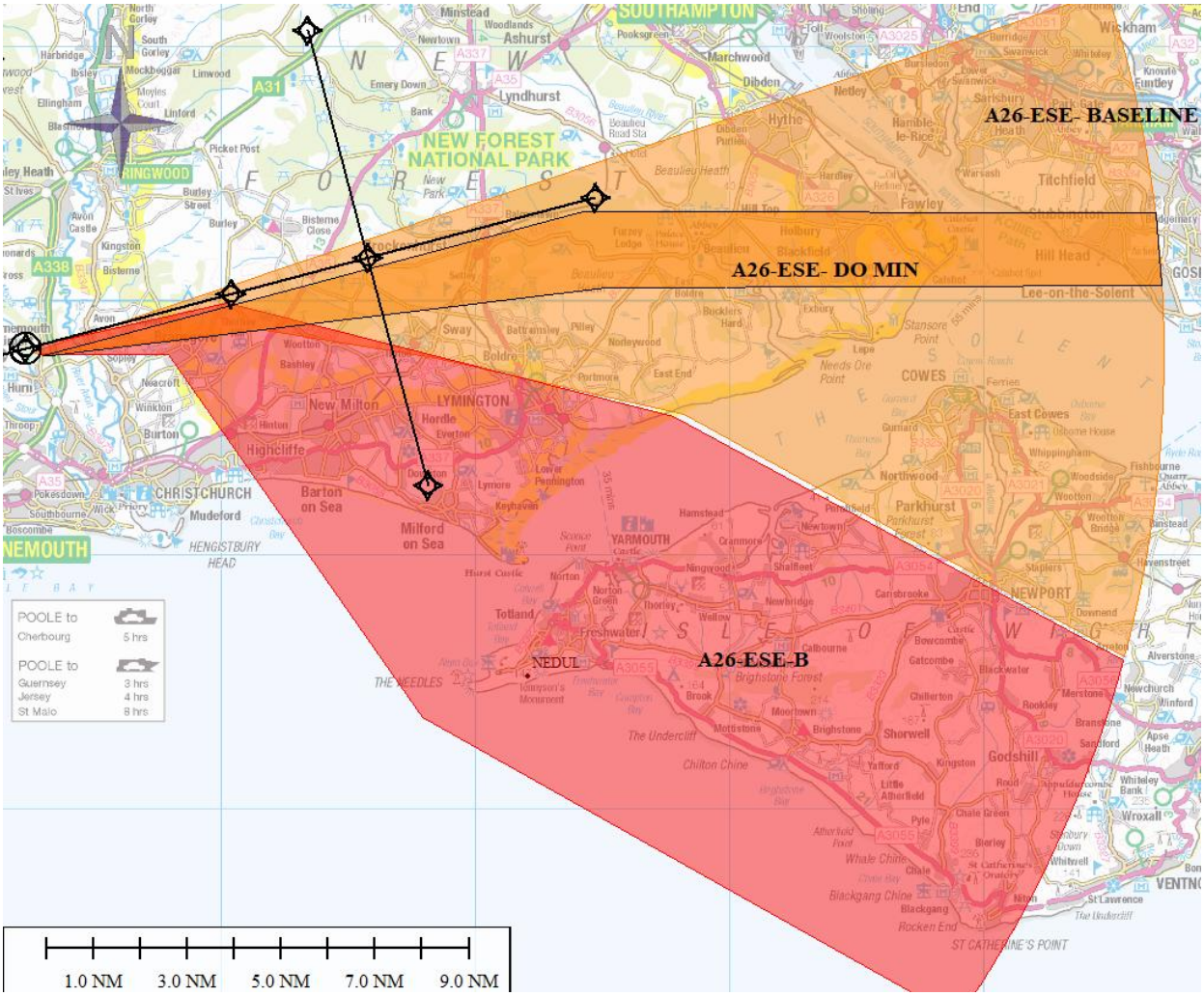

Figure 14: East Southeast Design Envelope Arrivals 26

15.1. Option **A26-ESE-A BASELINE**

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.				
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.				

A26-ESE-A Baseline	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A26-ESE-A Baseline	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 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 53: Option A26-ESE-A BASELINE DP Assessment

15.2. Option **A26-ESE-DO MINIMUM**

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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	

A26-ESE-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 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.	
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 A26-ESE-DO MIN DP Assessment

15.3. Option **A26-ESE-B**

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.				
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.				

A26-ESE-B	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 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 the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process. Note: the south part of this swathe may be technically challenging due to the interception with ILS at approximately 6miles; north Section of swathe viable.				
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.				

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 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 55: Option A26-ESE-B DP Assessment

16. South Design Envelope Arrivals 26

Figure 15: South Design Envelope Arrivals 26

16.1. Option **A26-S-C BASELINE**

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.				
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.				

A26-S-C Baseline	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 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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A26-S-C Baseline	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 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 56: Option A26-S-C BASELINE DP Assessment

16.2. Option **A26-S-DO MINIMUM**

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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.	

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 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 57: Option A26-S-DO MIN DP Assessment

16.3. Option **A26-S-A**

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.				

A26-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.	All the swathes have been assessed by a IFP Designer SME and have the potential to contain a fully compliant route. This will be investigated more closely once individual routes are assessed within the options carried forward to the next stage of the CAP1616 process.				
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.				

A26-S-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 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 partially met as does not meet environmental sustainability 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 58: Option A26-S-A DP Assessment

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