

# 1 Appendix B – Engagement Material/Emails/Documents/ Presentations

## Email Ref 1

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 11 July 2019 14:33

To: [REDACTED]

Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Community stakeholders

Attachments: 1 July 2019 SOU ACP Community Workshop Summary FINAL.pdf

Dear [REDACTED]

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Community stakeholders

As you will be aware, Southampton Airport recently hosted a workshop with Community stakeholders on 1<sup>st</sup> July, at which we sought your organisation's views on how we should progress our part of a UK-wide initiative to modernise the country's airspace. I appreciate that you were unable to attend this event, but we remain keen to offer the opportunities for you to engage with this process moving forwards.

To which end, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Community stakeholders.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

In the meantime, we look forward to receiving your initial feedback forms in response to the workshop.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

2 **Email Ref 2**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 26 June 2019 16:26

To: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Further to my previous telephone conversation with your colleague [REDACTED], I understand that you would be the most appropriate contact at the Port of Southampton for Southampton Airport to engage with on the question of airspace change.

I believe that the original invitation to attend the Airspace Design Principles Development Workshop on our airspace change has already been forwarded to you. However, in case you have yet to receive this, please find the text of the original invitation below.

I would be grateful if you could let me know whether you would be able to attend the event on 1<sup>st</sup> July.

I am aware that this letter took a little time to reach you initially, so I appreciate that the notice is less than optimal for you. If you are unable to attend the stakeholder workshop in light of this, I will ensure that you are given opportunities to engage on behalf of ABP Southampton – both by sending you the materials we will display at the workshop, which will invite your feedback, and by inviting you directly to subsequent engagement activities on this airspace change process.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

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Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over

- 3 the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee at your earliest convenience to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

4 **Email Ref 3**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 17 July 2019 12:30

To: [REDACTED]

Subject:Reminder: Upcoming Follow-up Workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Reminder: Upcoming Follow-up Workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, we are pleased that you are able to attend our upcoming Follow-up Design Principles Workshop.

For your information, and by way of a reminder, please see below for details of the workshop. We'd be grateful if you could arrive at 9.45am for a prompt 10.00am start.

On: Friday 19<sup>th</sup> July 2019

Between: 10.00am and 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers upon arrival using the keypads available in the Conference area and at Reception.

We look forward to seeing you on 19<sup>th</sup> July. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040 or contact us via email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport



5 **Email Ref 4**

From: [REDACTED]  
Sent: 18 June 2019 10:39  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to your telephone call to me this morning, I can confirm that I have reserved a place for you at the stakeholder workshop, to be held on Monday 1<sup>st</sup> July 2019.

As discussed, please find below a copy of the original letter which we sent out to you on 11<sup>th</sup> June.

Parking at the venue is free, provided you register your car registration number with Reception upon arrival.

Please feel free to get in touch if you have any further questions.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

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Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

7 **Email Ref 5**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 03 July 2019 16:53

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx; SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED] at one of our initial stakeholder workshops on 27<sup>th</sup> June, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

- 8 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

9 **Email Ref 6**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 03 July 2019 14:27

To: [REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx; SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

- 10 Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

11 **Email Ref 7**

From: [REDACTED]  
Sent: 12 June 2019 16:45  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Thank you for the invitation to participate. I will represent Airspace4All Ltd.

Regards,  
[REDACTED]

Get Outlook for iOS

On Tue, Jun 11, 2019 at 10:15 AM +0200, "#SOU Airspacechange" <airspace.change@southamptonairport.com> wrote:  
Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

12 The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to **[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)**.

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport



13 **Email Ref 8**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 10 July 2019 12:18

To: [REDACTED]

Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Community stakeholders

Attachments: 1 July 2019 SOU ACP Community Workshop Summary FINAL.pdf

Dear [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Community stakeholders

I write further to your attendance at our recent workshop with Community stakeholders on 1<sup>st</sup> July, at which we sought your organisation's views on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. We are grateful for your contribution to this event, and we look forward to receiving your initial feedback forms in response to the workshop.

In the meantime, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Community stakeholders.

In addition, I would encourage you to indicate, if you have not already done so, whether you are able to attend one of the upcoming 'Follow-up Design Principles Workshops'. As discussed previously, the purpose of these events will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

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Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to detail which of these dates you would prefer to attend.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,



Southampton Airport

15 **Email Ref 9**

From: [REDACTED]  
Sent: 26 June 2019 16:30  
To: #SOU Airspacechange  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Good afternoon [REDACTED]

Thank you for your email, that is correct, I will collate and provide ABP's feedback on Southampton Airport's airspace change proposal. I'm afraid I'm not able to attend the workshop on 1 July as I am away on holiday. However, if you could send across the materials that would be much appreciated.

I look forward to hearing more from you.

Kind regards

[REDACTED]

[REDACTED] | [REDACTED] | Associated British Ports  
Port of Southampton | Ocean Gate | Atlantic Way | Southampton | SO14 3QN  
Mob: [REDACTED] | www.abports.co.uk

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 26 June 2019 16:26  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Further to my previous telephone conversation with your colleague [REDACTED], I understand that you would be the most appropriate contact at the Port of Southampton for Southampton Airport to engage with on the question of airspace change.

I believe that the original invitation to attend the Airspace Design Principles Development Workshop on our airspace change has already been forwarded to you. However, in case you have yet to receive this, please find the text of the original invitation below.

I would be grateful if you could let me know whether you would be able to attend the event on 1<sup>st</sup> July.

I am aware that this letter took a little time to reach you initially, so I appreciate that the notice is less than optimal for you. If you are unable to attend the stakeholder workshop in light of this, I will ensure that you are given opportunities to engage on behalf of ABP Southampton – both by sending you the materials we will display at the workshop, which will invite your feedback, and by inviting you directly to subsequent engagement activities on this airspace change process.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

## Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

### Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

### How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the

- 17 most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee at your earliest convenience to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

18 **Email Ref 10**

From: [REDACTED]  
Sent: 12 July 2019 12:20  
To: [REDACTED]  
Cc: [REDACTED]  
[REDACTED]  
Subject: RE: SOU Engagement Activities

Hi [REDACTED],

If ok with you [REDACTED] and [REDACTED] would like to come along on the 19<sup>th</sup> June.

If there are any additional details please can you please forward them on.

Let me know if any issues.

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

Airspace Change Organising Group (ACOG)

M: [REDACTED]

E: [REDACTED]

From: [REDACTED]  
Sent: 08 July 2019 09:53  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: SOU Engagement Activities

Hi [REDACTED]

The next DP engagement workshops are on the 19<sup>th</sup> and 23<sup>rd</sup> of July at the Holiday Inn, Eastleigh (SO50 9PG).

Happy for a member of ACOG to attend each session. We are meeting up at 09:00.

See you tomorrow.

[REDACTED]

From: [REDACTED]  
Sent: 05 July 2019 20:23  
To: [REDACTED]  
Subject: SOU Engagement Activities

[REDACTED],

Good to see you today.

As discussed can you confirm the dates for the next DP engagement workshops and let me know if you are happy for ACOG to attend (to observe).

See you Tuesday.

Thanks

[Redacted]

[Redacted]

[Redacted]

Airspace Change Organising Group (ACOG)

M: [Redacted]

E: [Redacted]

20 **Email Ref 11**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 12 July 2019 15:25

To: [REDACTED]; [REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Attachments: 27 June SOU ACP Aviation Workshop Summary FINAL.pdf; SOU Stage 1B Initial Workshop Presentation.pptx; SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

Dear [REDACTED] and [REDACTED],

I have been asked to reach out to you, as I have been advised that you would like to attend the upcoming engagement workshop on Southampton Airport's airspace change proposal, due to be held on 19<sup>th</sup> July.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. I have booked a place for each of you, and the details are as follows:

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

In advance of this meeting, I have attached copies of the Initial Workshop Presentation and Feedback Form. I would encourage you to read through the former and to return the latter to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) with any responses you might have to these materials before 17<sup>th</sup> July.

In the meantime, I would also advise that you look through the attached report of the ideas and issues raised at the initial stakeholder workshop, that was held with Aviation stakeholders on 27<sup>th</sup> June.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport



21 **Email Ref 12**

From: [REDACTED]  
Sent: 19 July 2019 12:57  
To: #SOU Airspacechange  
Subject: Airspace workshops

Thank you for your invitation to the airspace change workshops. Unfortunately I have been away and missed the first and cannot attend the second, but I would appreciate a copy of whatever notes or minutes are raised from the events.

Best regards

[REDACTED]  
[REDACTED]

Email [REDACTED]  
Direct [REDACTED]  
Mobile [REDACTED]

22 **Email Ref 13**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 19 July 2019 15:21  
To: [REDACTED]  
Subject: RE: Airspace workshops

Dear [REDACTED],

Thank you for your email.

I will ensure that you receive a copy of the materials displayed today, along with a report on the items discussed, in the early part of next week. There will also be an opportunity for you to offer feedback on these materials.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 19 July 2019 12:57  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Airspace workshops

Thank you for your invitation to the airspace change workshops. Unfortunately I have been away and missed the first and cannot attend the second, but I would appreciate a copy of whatever notes or minutes are raised from the events.

Best regards

[REDACTED]  
[REDACTED]

Email [REDACTED]  
Direct [REDACTED]  
Mobile [REDACTED]

23 **Email Ref 14**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 24 July 2019 14:49

To: [REDACTED]

Subject: Feedback Following Follow-Up Workshop

[REDACTED],

Thank you for your attendance at our recent follow-up workshop on Southampton Airport's airspace design principles.

This is to acknowledge that I received your Follow-up Workshop Feedback Form and Stage 1B Engagement Review Feedback Form in the post this morning, and that your feedback will be taken into account.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

24 **Email Ref 15**

From: [REDACTED]  
Sent: 17 June 2019 08:32  
To: #SOU Airspacechange  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

I write to confirm that I wish to attend this meeting representing the interests of the Bath Wilts and North Dorset Gliding Club, a BGA member club.

Yours sincerely

[REDACTED]

[REDACTED]  
[REDACTED]

On 11 Jun 2019, at 09:19, #SOU Airspacechange <airspace.change@southamptonairport.com> wrote:

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

26 **Email Ref 16**

From: [REDACTED]  
Sent: 24 June 2019 12:27  
To: #SOU Airspacechange  
Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for inviting [REDACTED] to the meeting on 27<sup>th</sup> June but unfortunately he is unable to attend as he is out of the country on business.

All the best

[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 12 June 2019 12:46  
To: [REDACTED]  
Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we are keen to receive your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How we are engaging with your organisation

27 Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes. In order to do this, we have written to [REDACTED], inviting them to nominate one representative from your organisation to participate in an Airspace Design Principles Development Workshop. Ideally this nominee would be in a position to engage at subsequent stages of the process. This Workshop will be held on:

Date: Thursday 27<sup>th</sup> June

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Given your leading role, we thought it appropriate to make you aware that an offer to engage and participate has been extended to a member of your organisation. In our letter to your colleague, seeking the most appropriate person to engage on airspace change, we have asked whether they could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for your organisation to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the Workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[REDACTED]

[REDACTED] Southampton Airport

28 **Email Ref 17**

From: [REDACTED]  
Sent: 10 July 2019 09:38  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]  
[REDACTED] (cc'd here) will be representing the BGA at the 23<sup>rd</sup> July meeting.  
Kind regards  
[REDACTED]  
BGA

From: [REDACTED]  
Sent: 09 July 2019 12:57  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019  
Time: 10.00am to 1.00pm



29 At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

30 **Email Ref 18**

From: [REDACTED]  
Sent: 12 June 2019 09:58  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email to [REDACTED].

Would you like to nominate an alternative representative from the BHA to participate in Southampton Airport's airspace change engagement workshop on 27<sup>th</sup> June?

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 11 June 2019 15:52  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

Thank you for the email.

The BHA would like to engage in the process but I am committed to another engagement on the 27 June.

Yours

[REDACTED]

[REDACTED]

[REDACTED]

British Helicopter Association  
Graham Suite  
Fairoaks Airport  
Chobham  
Surrey. GU24 8HU

Office: [REDACTED]

Mobile [REDACTED]

[www.britishhelicopterassociation.org](http://www.britishhelicopterassociation.org)

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 11 June 2019 09:17  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to **[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)**.

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

33 **Email Ref 19**

From: [REDACTED]  
Sent: 11 June 2019 15:52  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]  
Thank you for the email.

The BHA would like to engage in the process but I am committed to another engagement on the 27 June.

Yours

[REDACTED]

[REDACTED]  
[REDACTED]  
British Helicopter Association  
Graham Suite  
Fairoaks Airport  
Chobham  
Surrey. GU24 8HU

Office [REDACTED]  
Mobile: [REDACTED]  
[www.britishhelicopterassociation.org](http://www.britishhelicopterassociation.org)

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 11 June 2019 09:17  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

34 Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

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How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to

**[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).**

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

35 **Email Ref 20**

From: [REDACTED]  
Sent: 13 June 2019 15:07  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

I have no members down your way. Pity you picked the day of the CAA Electronic Conspicuity WG in London.

[REDACTED]

[REDACTED]  
[REDACTED]

British Helicopter Association  
Graham Suite  
Fairoaks Airport  
Chobham  
Surrey. GU24 8HU

Office [REDACTED]  
Mobile: [REDACTED]  
[www.britishhelicopterassociation.org](http://www.britishhelicopterassociation.org)

From: [REDACTED]  
Sent: 12 June 2019 09:58  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email to [REDACTED].

Would you like to nominate an alternative representative from the BHA to participate in Southampton Airport's airspace change engagement workshop on 27<sup>th</sup> June?

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From [REDACTED]  
Sent: 11 June 2019 15:52  
To: #SOU Airspacechange <[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

Thank you for the email.

The BHA would like to engage in the process but I am committed to another engagement on the 27 June.

Yours

■

■

■

British Helicopter Association  
Graham Suite  
Fairoaks Airport  
Chobham  
Surrey. GU24 8HU

Office ■

Mobile ■

[www.britishhelicopterassociation.org](http://www.britishhelicopterassociation.org)

From: #SOU Airspacechange <[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)>

Sent: 11 June 2019 09:17

To: ■

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear ■

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting **[www.ourfutureskies.uk](http://www.ourfutureskies.uk)**, **[www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme)** and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around



the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to **[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)**.

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

  
 Southampton Airport

38 **Email Ref 21**

From: [REDACTED]  
Sent: 12 June 2019 15:08  
To: [REDACTED]  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]  
I can confirm that I do not have any dietary requirements.

See you on the Monday

Regards

[REDACTED]  
On Wed, 12 Jun 2019, 13:39 [REDACTED] wrote:  
Dear [REDACTED]

We have been advised by [REDACTED] that you will represent Bishopstoke Parish Council at the below workshop regarding the development of design principles for Southampton Airport's airspace change proposal.

Please find attached the original invitation for your reference.

I can confirm that I have reserved a place for you at the workshop, to be held on:

Date: Monday 1<sup>st</sup> July 2019  
Time: 2.00pm to 5.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a light lunch for attendees at this afternoon event, so I would be grateful if you could let me know whether you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

Please feel free to get in touch if you have any further questions and thank you for your participation.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 12 June 2019 12:23  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for you email, and the opportunity to participate.

Bishopstoke Parish Council's representative will be [REDACTED]. [REDACTED]'s email address is:

[REDACTED]

Kind regards

[REDACTED]

[REDACTED]

[REDACTED] Bishopstoke Parish Council

Telephone: [REDACTED]

Email: [REDACTED]

On Tue, Jun 11, 2019 at 10:11 AM #SOU Airspacechange  
<airspace.change@southamptonairport.com> wrote:

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

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How you can become involved:

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Ideally, and where possible, the individual nominated from your authority would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your authority and one nominated attendee

by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

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Yours sincerely

  
 Southampton Airport

41 **Email Ref 22**

From: [REDACTED]  
Sent: 03 July 2019 16:17  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]  
Subject: Airspace change follow-up workshops, take 2

Thank you again for the reminder of the follow up workshops. I was in mid-paste of the preferred date when it just went, seemingly sent.

To confirm the best date is

Tuesday 23<sup>rd</sup> July 2019 (Time: 10.00am to 1.00pm)

I look forward to hearing from you

--

[REDACTED]  
Bishopstoke Parish [REDACTED]  
[REDACTED]

42 **Email Ref 23**

From: [REDACTED]  
Sent: 12 June 2019 13:26  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your response.

We will ensure that we liaise with [REDACTED] and provide him with the details of the workshop.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 12 June 2019 12:23  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for you email, and the opportunity to participate.

Bishopstoke Parish Council's representative will be [REDACTED]. [REDACTED]'s email address is:

[REDACTED]  
Kind regards

[REDACTED]  
[REDACTED] - Bishopstoke Parish Council

Telephone: [REDACTED]  
Email: [REDACTED]

On Tue, Jun 11, 2019 at 10:11 AM #SOU Airspacechange <airspace.change@southamptonairport.com> wrote:

Dear [REDACTED]

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Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

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by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your authority to participate in this important engagement. Should you have any questions regarding the

workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport



45 **Email Ref 24**

From: [REDACTED]  
Sent: 12 June 2019 12:23  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for you email, and the opportunity to participate.

Bishopstoke Parish Council's representative will be [REDACTED]. [REDACTED]'s email address is:  
[REDACTED]

Kind regards

[REDACTED]

[REDACTED]

[REDACTED] Bishopstoke Parish Council

Telephone: [REDACTED]

Email: [REDACTED]

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This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your authority to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

47 **Email Ref 25**

From: [REDACTED]  
Sent: 10 July 2019 20:48  
To: #SOU Airspacechange  
Subject: Re: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Community stakeholders

Hi

Thank you for the information.

Unfortunately due to the end of term next Friday and then the summer holidays I am unable to attend either of the meetings planned. I am keen to continue to be involved so would be grateful of details for future meetings

Regards

[REDACTED]  
[REDACTED]

Bitterne Park School and Sixth Form

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: Wednesday, July 10, 2019 12:50 PM  
To: [REDACTED]  
Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Community stakeholders

Dear [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Community stakeholders

I write further to your attendance at our recent workshop with Community stakeholders on 1<sup>st</sup> July, at which we sought your organisation's views on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. We are grateful for your contribution to this event, and we look forward to receiving your initial feedback forms in response to the workshop.

In the meantime, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Community stakeholders.

In addition, I would encourage you to indicate, if you have not already done so, whether you are able to attend one of the upcoming 'Follow-up Design Principles Workshops'. As discussed previously, the purpose of these events will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019  
Time: 10.00am to 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to detail which of these dates you would prefer to attend.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

49 **Email Ref 26**

From: [REDACTED]  
Sent: 18 June 2019 12:59  
To: [REDACTED]  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

Thank you for the email and I can confirm my attendance

Regards

[REDACTED]

[REDACTED]

Bitterne Park School and Sixth Form

From: [REDACTED]  
Sent: Tuesday, June 18, 2019 10:38 AM  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to your telephone call to me this morning, I can confirm that I have reserved a place for you at the stakeholder workshop, to be held on Monday 1<sup>st</sup> July 2019.

As discussed, please find below a copy of the original letter which we sent out to you on 11<sup>th</sup> June.

Parking at the venue is free, provided you register your car registration number with Reception upon arrival.

Please feel free to get in touch if you have any further questions.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

---

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Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

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Yours sincerely



Southampton Airport

52 **Email Ref 27**

From: [REDACTED]  
Sent: 13 June 2019 12:17  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank for the invite. I have this morning checked our flying commitment, and I'm sorry but given that the roster has already been published we are not able to share anybody to attend.

I have sent out an email to our most senior pilots inviting feedback on the current airspace , which I will forward on before the 27<sup>th</sup>.

As the process continues, please keep me informed, as I would be pleased to provide any input which may be of value.

Best regards,

[REDACTED]

[REDACTED] | [REDACTED] | Blue Islands | [www.blueislands.com](http://www.blueislands.com) | [REDACTED]  
[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 11 June 2019 09:03  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

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We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to **[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)**.

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

54 **Email Ref 28**

From: [REDACTED]  
Sent: 18 June 2019 11:40  
To: [REDACTED]; [REDACTED]  
Subject: RE: ACP

Thank you very much; I confirm my attendance.

No special dietary requirements

Regards

[REDACTED]  
[REDACTED]  
*Bournemouth Airport*

[REDACTED]  
[REDACTED]

From: [REDACTED]  
Sent: 18 June 2019 11:36  
To: [REDACTED]; Colin [REDACTED]  
[REDACTED]  
Subject: RE: ACP

Dear [REDACTED],

Further to your email below, I have spoken to my colleagues to discuss your request, and can confirm that you will be able to attend the stakeholder workshop as the second representative from Bournemouth Airport.

On: Thursday 27<sup>th</sup> June 2019  
Between: 10.00am and 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know whether you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

Please feel free to get in touch if you have any further questions.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 17 June 2019 12:13  
To: [REDACTED]; [REDACTED]

[REDACTED]  
Subject: RE: ACP

Good morning,

Is it possible for us to send a second attendee, please. If so, I would also like to attend this workshop on behalf of Bournemouth Airport.

Regards

[REDACTED]  
[REDACTED]  
*Bournemouth Airport*

[REDACTED]  
[REDACTED]

From: [REDACTED]  
Sent: 17 June 2019 11:07  
To: [REDACTED]  
Cc: [REDACTED]; [REDACTED]  
[REDACTED]  
Subject: RE: ACP

Dear [REDACTED],

Thank you for your email.

I can confirm that I have reserved a place for you at the stakeholder workshop, to be held:

On: Thursday 27<sup>th</sup> June 2019  
Between: 10.00am and 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know whether you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

Please feel free to get in touch if you have any further questions.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 14 June 2019 17:48  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]; [REDACTED]  
[REDACTED]  
Subject: ACP

Dear [REDACTED]

Thank you for the invitation to attend your Airspace design principle workshop on the 27<sup>th</sup> June 2019.

I will be the representative on behalf of Bournemouth airport and look forward to meeting your team.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[www.bournemouthairport.com](http://www.bournemouthairport.com)

57 **Email Ref 29**

From: [REDACTED]  
Sent: 14 June 2019 17:48  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]  
Subject: ACP

Dear [REDACTED]

Thank you for the invitation to attend your Airspace design principle workshop on the 27<sup>th</sup> June 2019.

I will be the representative on behalf of Bournemouth airport and look forward to meeting your team.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[www.bournemouthairport.com](http://www.bournemouthairport.com)

58 **Email Ref 30**

From: [REDACTED]  
Sent: 18 June 2019 11:36  
To: [REDACTED]; [REDACTED]  
Subject: RE: ACP

Dear [REDACTED]

Further to your email below, I have spoken to my colleagues to discuss your request, and can confirm that you will be able to attend the stakeholder workshop as the second representative from Bournemouth Airport.

On: Thursday 27<sup>th</sup> June 2019  
Between: 10.00am and 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know whether you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

Please feel free to get in touch if you have any further questions.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 17 June 2019 12:13  
To: [REDACTED]; [REDACTED]  
Subject: RE: ACP

Good morning,

Is it possible for us to send a second attendee, please. If so, I would also like to attend this workshop on behalf of Bournemouth Airport.

Regards

[REDACTED]  
[REDACTED]  
*Bournemouth Airport*

[REDACTED]  
[REDACTED]

From [REDACTED]  
Sent: 17 June 2019 11:07  
To: [REDACTED]  
Cc: [REDACTED]; [REDACTED]

[REDACTED]  
Subject: RE: ACP

Dear [REDACTED],

Thank you for your email.

I can confirm that I have reserved a place for you at the stakeholder workshop, to be held:

On: Thursday 27<sup>th</sup> June 2019  
Between: 10.00am and 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know whether you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

Please feel free to get in touch if you have any further questions.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 14 June 2019 17:48  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]; [REDACTED]  
[REDACTED]  
Subject: ACP

CAUTION: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Dear [REDACTED]

Thank you for the invitation to attend your Airspace design principle workshop on the 27<sup>th</sup> June 2019.

I will be the representative on behalf of Bournemouth airport and look forward to meeting your team.

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
www.bournemouthairport.com

60 **Email Ref 31**

From: [REDACTED]  
Sent: 17 June 2019 12:13  
To: [REDACTED]; [REDACTED]  
Subject: RE: ACP

Good morning,

Is it possible for us to send a second attendee, please. If so, I would also like to attend this workshop on behalf of Bournemouth Airport.

Regards

[REDACTED]  
[REDACTED]  
*Bournemouth Airport*

[REDACTED]  
[REDACTED]

From: [REDACTED]  
Sent: 17 June 2019 11:07  
To: [REDACTED]  
Cc: [REDACTED]; [REDACTED]  
[REDACTED]  
Subject: RE: ACP

Dear [REDACTED],

Thank you for your email.

I can confirm that I have reserved a place for you at the stakeholder workshop, to be held:

On: Thursday 27<sup>th</sup> June 2019  
Between: 10.00am and 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know whether you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

Please feel free to get in touch if you have any further questions.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

From [REDACTED]  
Sent: 14 June 2019 17:48  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>



Cc: [REDACTED]; [REDACTED]

[REDACTED]

Subject: ACP

Dear [REDACTED]

Thank you for the invitation to attend your Airspace design principle workshop on the 27<sup>th</sup> June 2019.

I will be the representative on behalf of Bournemouth airport and look forward to meeting your team.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[www.bournemouthairport.com](http://www.bournemouthairport.com)

62 **Email Ref 32**

From: [REDACTED]  
Sent: 18 June 2019 15:32  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to my voicemail to you, please find below a copy of the stakeholder invitation letter we previously sent out to you on 11<sup>th</sup> June.

As you see from the letter, we are keen to secure an attendee from Chandler's Ford Parish Council to engage with our upcoming design principles workshops to discuss airspace change at Southampton Airport.

I would be grateful if you could reply, at your earliest convenience, with the most appropriate contact from the Parish Council to attend this engagement exercise on airspace change.

If you have any further questions on this, please feel free to contact me on by email via [REDACTED] or by calling me [REDACTED],

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

---

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your authority's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

63 The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your authority's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite you to nominate one representative for your authority to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your authority would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your authority and one nominated attendee at your earliest convenience to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your authority to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

64 **Email Ref 33**

From: [REDACTED]  
Sent: 13 July 2019 07:11  
To: #SOU Airspacechange  
Subject: Airspace Change Workshop

Good morning,

Please accept my apologies that I am no longer able to attend the airspace change workshop on July 19th due to commitments at work.

Regards,

[REDACTED]

[REDACTED]  
[REDACTED]

Cherbourg Primary School  
Eastleigh  
SO50 5QF  
Tel: [REDACTED]  
Sent from my iPhone

65 **Email Ref 34**

From: [REDACTED]  
Sent: 28 June 2019 08:16  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Re: Reminder: Upcoming stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Thank you for the reminder [REDACTED] [REDACTED] will be attending for the school. She is currently [REDACTED] [REDACTED] with me, whilst I am also doing some strategic work on the Isle of Wight. I have copied her in so that you have her details.  
Best wishes  
[REDACTED]

[REDACTED]  
[REDACTED]  
Cherbourg Primary School  
Cherbourg Road  
Eastleigh  
SO50 5QF  
Tel: [REDACTED]

From: [REDACTED]  
Sent: 28 June 2019 08:11  
To: [REDACTED]  
Subject: Reminder: Upcoming stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Reminder: Upcoming stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence and telephone call, I write to remind you of our upcoming Airspace Design Principles Development Workshop.

When we last spoke, you indicated to me that Cherbourg Primary School would like to send an attendee to this event, but that you would get back to me today regarding the details of the attendee. I would be grateful if you would be able to confirm this today, if possible, so that we can have the information ready for them on Monday morning.

For your information, and by way of a reminder, please see below the details of the workshop. We'd be grateful your attendee could arrive at 9.45am for a prompt 10.00am start.

On: Monday 1<sup>st</sup> July 2019  
Between: 10.00am and 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could you could also let me know whether they have any dietary requirements that we should be aware of.

66 Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

We look forward to seeing your attendee on 1<sup>st</sup> July. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040 or contact us via email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.

For and on behalf of Southampton Airport

67 **Email Ref 35**

From: [REDACTED]  
Sent: 25 June 2019 11:19  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airports airspace change proposal '

Dear [REDACTED],  
Apologies for the delay in replying, but your first email didn't get through to us. Thank you for your invitation, we would welcome the opportunity to help shape this period of development for the airport.  
If you could add my email to your contacts list, then I am the best person to liaise with over this. I have another commitment on Monday 1st July at the moment, so it may not be me at the event, but I will ensure the school is represented. I will confirm the name by the end of the week.  
Kind regards

[REDACTED]

[REDACTED]  
[REDACTED]  
Cherbourg Primary School  
Cherbourg Road  
Eastleigh  
SO50 5QF  
Tel: [REDACTED]

From: [REDACTED]  
Sent: 25 June 2019 10:59  
To: [REDACTED]  
Subject: Fw: Invitation to participate in the development of design principles for Southampton Airports airspace change proposal '

[REDACTED]

Please see the email below.

Thanks

[REDACTED]  
x

[REDACTED]  
[REDACTED]  
*Cherbourg Primary School 2062*  
*Cherbourg Road*  
*Eastleigh*  
*Hants*  
*SO50 5QF*

Tel: [REDACTED]  
Email: [REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 25 June 2019 10:58

To: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airports airspace change proposal '

FAO [REDACTED] – Further to our email of 18<sup>th</sup> June 2019

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airports airspace change proposal '

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisations views on the way in which Southampton Airport should progress our part of a 'UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisations feedback on the principles that should guide our decision making when it comes to designing 'any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm



At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

70 **Email Ref 36**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 04 July 2019 10:16  
To: City of Winchester Trust  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

I note that you do not wish to participate with the engagement for Southampton Airport's airspace change proposal. I will ensure that your contact details are removed from our mailing list.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: City of Winchester Trust [REDACTED]  
Sent: 03 July 2019 14:46  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for this email and for your past emails and letters. The City of Winchester Trust has a very tight remit and this issue falls outside it. I would therefore be grateful if you would remove us from your mailing list.

Thank you,

[REDACTED]  
[REDACTED]

On behalf of [REDACTED], City of Winchester Trust [REDACTED].

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 3 July 2019 14:42  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the

UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,



Managing Director of Southampton Airport

72 **Email Ref 37**

From: City of Winchester Trust [REDACTED]  
Sent: 03 July 2019 14:46  
To: #SOU Airspacechange  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for this email and for your past emails and letters. The City of Winchester Trust has a very tight remit and this issue falls outside it. I would therefore be grateful if you would remove us from your mailing list.

Thank you,

[REDACTED]  
[REDACTED]

On behalf of [REDACTED], City of Winchester Trust [REDACTED].

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 3 July 2019 14:42  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

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#### Next steps - Follow-up Workshops

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To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted]

Southampton Airport

74 **Email Ref 38**

From: #SOU Airspacechange <BECGAirspace@glasgowairport.com> on behalf of #SOU Airspacechange  
Sent on: Wednesday, July 24, 2019 2:26:06 PM  
To: [REDACTED]  
CC: [REDACTED]; [REDACTED]  
BCC: Southampton Airport <SouthamptonAirport@becg.com>  
Subject: RE: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders  
Attachments: 1 July 2019 SOU ACP LGov and Business Summary FINAL.pdf (647.38 KB), SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB)

Dear [REDACTED],

Thank you for your email, and for the opportunity to talk this through with you on the phone earlier.

Further to our telephone call, I can confirm that you have been added to our stakeholder list for this airspace change process. I apologise if you feel missed out; our aim in selecting parishes to include within this initial engagement process was to choose a representative group among wider local government stakeholders, prior to a full consultation process at a later stage. I was not aware of previous difficulties you have had regarding inclusion within the separate Master Plan consultation. I can assure you that you are on the list for this engagement going forwards.

For the present, please find attached copies of:

the initial Workshop presentation, displayed on 1st July 2019  
a report on the points raised and ideas discussed at this initial Local Government and Business workshop

In the next few days you will receive, along with other stakeholders, a copy of the presentation displayed at the Follow-Up Workshops, which took place on 19th July and 23rd July; a feedback form to capture your responses to this; and minutes of the ideas discussed at these events.

I hope this clarifies matters, but please do not hesitate to get in touch with me on 0800 298 7040 if you have any questions.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 24 July 2019 13:31  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]  
Subject: FW: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders  
Attachments: 1 July 2019 SOU ACP LGov and Business Summary FINAL.pdf

Please can you ensure that Colden Common is part of your key stakeholders regarding the Airport.

75 We seem to continuously be omitted from any communications or consultations, despite suffering the negative impacts of aircraft noise.

Thank you

[REDACTED]

The Parish Office, Community Centre,  
St Vigor Way, Colden Common,  
Winchester, Hampshire, SO21 1UU

Telephone: [REDACTED] or [REDACTED]

Email: [REDACTED]

[www.coldencommon-pc.gov.uk](http://www.coldencommon-pc.gov.uk)

[REDACTED]

From: [REDACTED]

Sent: 22 July 2019 18:37

To: [REDACTED]

Subject: FW: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders

Hiya,

Have you had any contact with Southampton at all? We asked them to include you, but I don't think they are very good on acting on actions!!!

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

Twyford Parish Council

[REDACTED]

[www.twyfordhants.org.uk](http://www.twyfordhants.org.uk)

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 22 July 2019 17:30

To: [REDACTED]

Subject: Fw: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders

[REDACTED]

has this been sent to Colden Common.

They dont seem to have been there

[REDACTED]

From: [REDACTED]

Sent: 22 July 2019 09:48

To: [REDACTED]; [REDACTED]

[REDACTED]; [REDACTED]  
 [REDACTED]; [REDACTED]  
 [REDACTED]; [REDACTED]  
 [REDACTED]; [REDACTED]  
 [REDACTED]; [REDACTED]  
 [REDACTED]; [REDACTED]  
 [REDACTED]; [REDACTED]

Subject: FW: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders

Dear [REDACTED]

FYI

[REDACTED]  
 [REDACTED]  
 Twyford Parish Council  
 [REDACTED]  
[www.twyfordhants.org.uk](http://www.twyfordhants.org.uk)

[REDACTED]  
 [REDACTED].

From: #SOU Airspacechange <[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)>

Sent: 10 July 2019 12:36

To: [REDACTED]

Cc: [REDACTED]

Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders

Dear [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders

I write further to your attendance at our recent workshop with Local Government and Business stakeholders on 1<sup>st</sup> July, at which we sought your organisation's views on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. We are grateful for your contribution to this event, and we look forward to receiving your initial feedback forms in response to the workshop.

In the meantime, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Local Government and Business stakeholders.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,





Southampton Airport

78 **Email Ref 39**

From: [REDACTED]  
Sent: 06 July 2019 09:39  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

Just spoken to one of our pilots, [REDACTED] (copied), who lives near Southampton and he would be delighted to represent Compton Abbas going forward and attend one of your workshops. He will also take a look at the output and get any feedback to you.

Thanks again for inviting us to this important series of workshops.

Please correspond with [REDACTED] from here, copying [REDACTED]. Thanks

Best regards

[REDACTED]

From: Compton Abbas Airfield [REDACTED]  
Date: Saturday, 6 July 2019 at 09:34  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>, [REDACTED]  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hello [REDACTED]

Many thanks for involving us in this important workshop. Unfortunately, I am leaving Compton Abbas Ops very soon and live in [REDACTED], so it will not be me involved from EGHA. I have spoken to my colleague [REDACTED] and we do intend having representation at the workshop, so please standby for a name in due course. Meanwhile, we will look at the material and get any feedback to you as requested.

Regards

[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Date: Tuesday, 2 July 2019 at 13:19  
To: [REDACTED] Compton Abbas Airfield  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED] and [REDACTED]

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

80 **Email Ref 40**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 03 July 2019 12:21  
To: [REDACTED]  
Cc: Southampton Airport  
Subject: FW: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal  
Attachments: SOU Stage 1B Initial Workshop Presentation.pptx; SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

Dear [REDACTED],  
My apologies, the email below omitted the attached documents.  
Kind regards,  
[REDACTED]  
For and on behalf of Southampton Airport

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 03 July 2019 12:17  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

**Next steps - Follow-up Workshops**

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019  
Time: 10.00am to 1.00pm

81 At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

82 **Email Ref 41**

From: [REDACTED]  
Sent: 06 July 2019 09:34  
To: #SOU Airspacechange; [REDACTED]  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hello [REDACTED]

Many thanks for involving us in this important workshop. Unfortunately, I am leaving Compton Abbas Ops very soon and live in [REDACTED], so it will not be me involved from EGHA. I have spoken to my colleague ([REDACTED]) and we do intend having representation at the workshop, so please standby for a name in due course. Meanwhile, we will look at the material and get any feedback to you as requested.

Regards

[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Date: Tuesday, 2 July 2019 at 13:19  
To: [REDACTED], Compton Abbas Airfield  
[REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED] and [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

83 – Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

84 **Email Ref 42**

From: [REDACTED]  
Sent: 07 July 2019 14:01  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hello [REDACTED]

Really sorry to mess you around but [REDACTED] is now unable to participate, so we will have a think and get a new name to you as soon as possible.

Regards

[REDACTED]

From: Compton Abbas Airfield [REDACTED]  
Date: Saturday, 6 July 2019 at 09:39  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED], [REDACTED]  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

Just spoken to one of our pilots, [REDACTED] (copied), who lives near Southampton and he would be delighted to represent Compton Abbas going forward and attend one of your workshops. He will also take a look at the output and get any feedback to you.

Thanks again for inviting us to this important series of workshops.

Please correspond with [REDACTED] from here, copying [REDACTED]. Thanks

Best regards

[REDACTED]

From: Compton Abbas Airfield [REDACTED]  
Date: Saturday, 6 July 2019 at 09:34  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>, [REDACTED]  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hello [REDACTED]

Many thanks for involving us in this important workshop. Unfortunately, I am leaving Compton Abbas Ops very soon and live in [REDACTED], so it will not be me involved from EGHA. I have spoken to my colleague [REDACTED] and we do intend having representation at the workshop, so please standby for a name in due course. Meanwhile, we will look at the material and get any feedback to you as requested.





From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Date: Tuesday, 2 July 2019 at 13:19

To: [REDACTED], Compton Abbas Airfield

[REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED] and [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

  
 Southampton Airport

87 **Email Ref 43**

From: [REDACTED]  
Sent: 17 June 2019 11:08  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: Invitation to participate etc: Southampton Airport's Airspace Changes

Dear [REDACTED],

Thank you for your letter of 11 June 2019. I can confirm that Compton & Shawford Parish Council will be represented by [REDACTED].

For ease of communication, I would be grateful if all future correspondence could be conducted by email.

Best wishes,

[REDACTED]  
[REDACTED]  
[REDACTED] Compton & Shawford Parish Council  
PO Box 565, Winchester, SO23 3HG  
[REDACTED]

From: [REDACTED]  
Sent: 17 June 2019 12:15  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to our telephone conversation just now, please find below a copy of the original invitation.

I'd be grateful if you could respond at your earliest convenience.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

---

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

89 Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

90 **Email Ref 45**

From: [REDACTED]  
Sent: 18 June 2019 14:02  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Many thanks your email and invitation.

I can confirm that [REDACTED] (cc'd in) will be attending on behalf of CPRE Hampshire.

Kind regards and best wishes,

[REDACTED]

[REDACTED]  
[REDACTED]

CPRE Hampshire

Mobile: [REDACTED]  
Office: [REDACTED]

[www.cprehampshire.org.uk](http://www.cprehampshire.org.uk)

From: [REDACTED]  
Sent: 17 June 2019 12:15  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to our telephone conversation just now, please find below a copy of the original invitation.

I'd be grateful if you could respond at your earliest convenience.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

---

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

91 At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

92 This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted]

Southampton Airport



93 **Email Ref 46**

From: [REDACTED]  
Sent: 03 July 2019 15:25  
To: #SOU Airspacechange  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I shall be pleased to attend Tuesday 23 July 10.00 am at Holiday Inn Eastleigh.

Thank you

[REDACTED]  
CPRE Hampshire

From: #SOU Airspacechange  
Sent: Wednesday, July 03, 2019 12:45 PM  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

**Next steps - Follow-up Workshops**

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019  
Time: 10.00am to 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

94

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted]

Southampton Airport

95 **Email Ref 47**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 23 July 2019 15:39  
To: [REDACTED]; [REDACTED]  
Cc: [REDACTED]  
Subject: FW: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders  
Attachments: 27 June SOU ACP Aviation Workshop Summary FINAL.pdf

Dear [REDACTED],

Thank you for your attendance at Southampton Airport's 'Follow-up' Airspace Design Principles earlier today.

Further to our conversation earlier, and the e-mail below, please find attached the report summarising the key issues, ideas, and points raised by the attendees at the initial Airspace Design Principles Development Workshop with Aviation stakeholders. It looks like there was an error in the email address we used for you – i.e. [REDACTED] as opposed to [REDACTED] – my apologies.

I hope you find this useful. As mentioned, we will be sending out digital copies of today's presentation, feedback form, and minutes in the coming days.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 10 July 2019 11:35  
To: [REDACTED]; [REDACTED]  
Cc: [REDACTED]  
Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

Dear [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

I write further to your attendance at our recent workshop with Aviation stakeholders on 27<sup>th</sup> June, at which we sought your organisation's views on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. We are grateful for your contribution to this event, and we look forward to receiving your initial feedback forms in response to the workshop.

In the meantime, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Aviation stakeholders.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation

96 Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

97 **Email Ref 48**

From: [REDACTED]  
Sent: 27 June 2019 16:20  
To: #SOU Airspacechange  
Subject: RE: Stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for the call today.

I will take this into our flight operations team and we should be able to provide a representative from our side.

Please feel free to use me as your point of contact in the meantime.

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

easyJet Europe Airline GmbH

mob: [REDACTED]

landline: [REDACTED]

fly us: [www.easyJet.com](http://www.easyJet.com)

tweet us: [www.twitter.com/easyJet](http://www.twitter.com/easyJet)

friend us: [www.facebook.com/easyJet](http://www.facebook.com/easyJet)

follow us: <https://www.linkedin.com/company/easyjet>

easyJet Europe Airline GmbH, Wagramer Straße 19  
1220 Wien

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 26 June 2019 18:47  
To: [REDACTED]  
Cc: #SOU Airspacechange  
Subject: Stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

I write to you on behalf of Southampton Airport, as we are keen to hear easyJet's views on the way in which Southampton Airport should progress its part of a UK-wide initiative to modernise the country's airspace. Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, SOU will be seeking views from its regional stakeholders surrounding the airport, along with local people and those who use the airport. The first stage in this process is to seek easyJet's feedback on the principles that should guide our decision making when it comes to designing any new routes.

98 To help us do that, we are holding an Airspace Design Principles Development Workshop tomorrow, to which we had originally invited [REDACTED], either attend herself, or to nominate a person to represent your organisation.

As easyJet is not currently attending tomorrow, we felt it was important to get in touch to ask whether you could nominate someone from your organisation to whom we could send the material that will be presented, along with the questions that are being asked, so that easyJet has the opportunity to provide their full feedback. Importantly, there is also a subsequent Follow-up Workshop, scheduled on either 19<sup>th</sup> or 23<sup>rd</sup> July, which we would value the attendance of an easyJet representative.

Below is a copy of the original invite for reference. In addition, I will also provide you – and/or your nominated point of contact – with the materials provided at tomorrow’s stakeholder workshop, along with the full details of the Follow-up Workshops.

Southampton Airport remains committed to ensuring easyJet is part of this engagement process and would value your organisation’s involvement.

I look forward to your reply.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

---

Invitation to participate in the development of design principles for Southampton Airport’s airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation’s views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country’s airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the

99 airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

100 **Email Ref 49**

From: [REDACTED]  
Sent: 11 July 2019 20:45  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]  
Subject: RE: Contact Details for [REDACTED]

Dear [REDACTED]

The contact is:

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Best regards

[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 11 July 2019 16:16  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Contact Details for [REDACTED]

Dear [REDACTED],

Further to your telephone call to me yesterday, I understand that [REDACTED] will now be the person responsible for liaising with this ACP on behalf of easyJet.

Given this, would you be able to provide me with his email address / telephone number, so that I can get in touch with him about the upcoming stakeholder workshops directly?

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport



101 **Email Ref 50**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 28 June 2019 07:20

To: [REDACTED]

Subject: RE: Stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email. We look forward to hearing back from you in this regard.

Further to our telephone call, I will ensure that you receive the materials displayed at the workshop on 27<sup>th</sup> June, when these are distributed, and will encourage you to offer initial feedback in reply.

In addition, I will ensure that you receive the invitation to attend a subsequent 'follow-up' engagement workshop, once these are distributed.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]

Sent: 27 June 2019 16:20

To: #SOU Airspacechange <airspace.change@southamptonairport.com>

Subject: RE: Stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for the call today.

I will take this into our flight operations team and we should be able to provide a representative from our side.

Please feel free to use me as your point of contact in the meantime.

Best regards

[REDACTED]

[REDACTED]

easyJet Europe Airline GmbH

mob: [REDACTED]

landline [REDACTED]

fly us: [www.easyJet.com](http://www.easyJet.com)

tweet us: [www.twitter.com/easyJet](http://www.twitter.com/easyJet)

friend us: [www.facebook.com/easyJet](http://www.facebook.com/easyJet)

follow us: <https://www.linkedin.com/company/easyjet>

easyJet Europe Airline GmbH, Wagramer Straße 19

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 26 June 2019 18:47  
To: [REDACTED]  
Cc: #SOU Airspacechange  
Subject: Stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

I write to you on behalf of Southampton Airport, as we are keen to hear easyJet's views on the way in which Southampton Airport should progress its part of a UK-wide initiative to modernise the country's airspace. Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, SOU will be seeking views from its regional stakeholders surrounding the airport, along with local people and those who use the airport. The first stage in this process is to seek easyJet's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we are holding an Airspace Design Principles Development Workshop tomorrow, to which we had originally invited [REDACTED], either attend herself, or to nominate a person to represent your organisation.

As easyJet is not currently attending tomorrow, we felt it was important to get in touch to ask whether you could nominate someone from your organisation to whom we could send the material that will be presented, along with the questions that are being asked, so that easyJet has the opportunity to provide their full feedback. Importantly, there is also a subsequent Follow-up Workshop, scheduled on either 19<sup>th</sup> or 23<sup>rd</sup> July, which we would value the attendance of an easyJet representative.

Below is a copy of the original invite for reference. In addition, I will also provide you – and/or your nominated point of contact – with the materials provided at tomorrow's stakeholder workshop, along with the full details of the Follow-up Workshops.

Southampton Airport remains committed to ensuring easyJet is part of this engagement process and would value your organisation's involvement.

I look forward to your reply.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

---

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[REDACTED]

[REDACTED]

Southampton Airport

105 **Email Ref 51**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 11 July 2019 16:16

To: [REDACTED]

Cc: [REDACTED]

Subject: Contact Details for [REDACTED]

Dear [REDACTED],

Further to your telephone call to me yesterday, I understand that [REDACTED] will now be the person responsible for liaising with this ACP on behalf of easyJet.

Given this, would you be able to provide me with his email address / telephone number, so that I can get in touch with him about the upcoming stakeholder workshops directly?

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

106 **Email Ref 52**

From: [REDACTED]  
Sent: 12 July 2019 16:52  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for your telephone call today and invitation for your "follow-up" workshop.

I confirm that [REDACTED], easyJet, will be able to attend the workshop on 19 July.

Regards [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 12 July 2019 10:18  
To: [REDACTED]  
Cc: [REDACTED]; [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to my contact with your colleague, [REDACTED], I have been advised that you are the most appropriate person at easyJet to engage with regarding Southampton Airport's airspace change proposal.

We are keen to ensure that your airline is given the opportunities to engage with this process, ideally through the attendance of someone from your organisation at one of our upcoming 'follow-up workshops' on our design principles. Should this not be possible, however, I will ensure that you receive the materials presented at these subsequent events, and will invite you to leave feedback. For full information on this invitation, please see the email below.

In the meantime, I have also attached copies of the Initial Workshop Presentation and Feedback Form. I would encourage you to read through the former and to send the latter back to me before the 17<sup>th</sup> July, so that the views of the airline are given due consideration.

If you can attend the event, I would advise that you look through the attached report of the ideas and issues raised at the initial stakeholder workshop, that was held with aviation stakeholders on 27<sup>th</sup> June.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

Southampton Airport

From: [Redacted]

Sent: 11 July 2019 20:45

To: #SOU Airspacechange <airspace.change@southamptonairport.com>

Cc: [REDACTED]; [REDACTED]

Subject: RE: Contact Details for [REDACTED]

Dear [REDACTED]

The contact is:

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Best regards

[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]

Sent: 11 July 2019 16:16

To: [REDACTED]

Cc: [REDACTED]

Subject: Contact Details for [REDACTED]

Dear [REDACTED],

Further to your telephone call to me yesterday, I understand that [REDACTED] will now be the person responsible for liaising with this ACP on behalf of easyJet.

Given this, would you be able to provide me with his email address / telephone number, so that I can get in touch with him about the upcoming stakeholder workshops directly?

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport



109 **Email Ref 53**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 19 July 2019 15:34  
To: [REDACTED]; [REDACTED]; #SOU Airspacechange  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal  
Attachments: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

I thought I should confirm that a response to the below was sent to [REDACTED] and cc'd to [REDACTED] on 15<sup>th</sup> July. This has been attached for your interest.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 19 July 2019 14:58  
To: [REDACTED]; #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: FW: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Good Afternoon [REDACTED]/Consultation.

As per the discussion earlier, I understand that a response may have already been sent, but it would be useful to see this so that I can feed it back to [REDACTED].

Regards

[REDACTED]

[REDACTED]  
[REDACTED]  
Strategy - Strategic Planning  
Eastleigh Borough Council | Eastleigh House | Upper Market Street | Eastleigh | SO50 9YN  
[REDACTED] | [REDACTED]

From: [REDACTED]  
Sent: 12 July 2019 16:36  
To: [REDACTED]; #SOU Airspacechange  
Cc: [REDACTED]  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi [REDACTED]

I wasn't going myself to this as we already have a rep going- [REDACTED]. However, if you agree I'll be happy to brief him on any health issues (he's our [REDACTED] so there's a very strong link already)

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] - Management Team

Eastleigh Borough Council | Eastleigh House | Upper Market Street | Eastleigh | SO50 9YN

[REDACTED] | [REDACTED]

eastleigh.gov.uk @EastleighBC

Eastleigh Borough Council

From: [REDACTED]

Sent: 09 July 2019 11:41

To: #SOU Airspacechange

Cc: [REDACTED]; [REDACTED]

Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you very much for the paperwork so far, I have asked [REDACTED] ([REDACTED] of Eastleigh Borough Council and [REDACTED], on the Hampshire Health and Wellbeing Board) if he could attend either of your events - he may contact you direct on this.

In the mean time, could I ask a few questions of clarification?

- a. Do you have baseline data for the existing noise environment, based on the current level of movements?
- b. Do you have baseline data for the existing air quality, based on the current level of movements?
- c. With the anticipated doubling of flights in the next 20 years, are the infrastructure requirements to enable the airport to grow beyond the fence i.e. the road network which 'feeds' the airport and other associated infrastructure, within the scope of this review?
- d. Could you confirm which agency has confirmed that air quality should only be considered up to 1000ft? (is it the World Health Organisation, Department for Transport, Department for Health?) - which is seen on the third bullet point on slide 15
- e. Presumably there is published data on the impact of steeper climbs on noise v emissions (second point on slide 15) if someone could direct me to the scientific data on this?

As you will appreciate, there is a careful balance to be achieved with increases in flights, the economic and social benefit - and the potential increase in noise and air pollution. Having the information above will help me provide informed, effective and evidenced feedback to the consultation process.

Kind Regards,

[REDACTED]  
[REDACTED]  
Hart District Council  
Office Tel: [REDACTED]  
Website: <http://www.hart.gov.uk/>  
Twitter: @HartCouncil or @HartCEX  
Facebook: /HartDistrictCouncil

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 05 July 2019 10:55  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: FW: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

I note that you are unable to attend the follow-up workshops on either 19<sup>th</sup> July or 23<sup>rd</sup> July on behalf of the Hampshire Health and Wellbeing Board. Nevertheless, Southampton Airport remains committed to offering the Board the opportunities to engage with this airspace change process. As such, I will ensure that you receive copies of the materials presented at these events and that you are extended invitations to attend all subsequent engagement activities going forwards.

In the meantime, we would welcome any feedback you have on the initial workshop presentation.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 04 July 2019 18:46  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Fw: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear Colleagues,

I have been asked to represent the Hampshire Health and Wellbeing Board on this consultation, with a particular emphasis on air quality and noise.

Unfortunately I am unavailable on either of the dates provided due to interview processes being undertaken on those days. I wonder if there is someone I could speak to on the matter?

All the best,

[REDACTED]  
[REDACTED]

Hart District Council  
 Office Tel [REDACTED]  
 Website: <http://www.hart.gov.uk/>  
 Twitter: @HartCouncil or @HartCEX  
 Facebook: /HartDistrictCouncil

From: [REDACTED]  
 Sent: 04 July 2019 16:34  
 To: [REDACTED]  
 Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi [REDACTED], [REDACTED] kept getting this e mail rejected so has asked me to forward it on to you. Best wishes [REDACTED]

From: [REDACTED]  
 Sent: Thursday, July 4, 2019 9:57:20 AM  
 To: [REDACTED]  
 Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

Sorry to bother you but I keep failing to send this to [REDACTED]. The e-mail I have for her keeps being rejected .

Can you send it on please.

Many Thanks.

[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
 Date: 3 July 2019 at 13:04:05 BST  
 To: [REDACTED]  
 Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design

Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

114 **Email Ref 54**

From: [REDACTED]  
Sent: 19 July 2019 14:58  
To: [REDACTED]; #SOU Airspacechange  
Subject: FW: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Good Afternoon [REDACTED]/Consultation.

As per the discussion earlier, I understand that a response may have already been sent, but it would be useful to see this so that I can feed it back to [REDACTED].

Regards

[REDACTED]

[REDACTED]

[REDACTED]

Strategy - Strategic Planning

Eastleigh Borough Council | Eastleigh House | Upper Market Street | Eastleigh | SO50 9YN

[REDACTED] | [REDACTED]

From: [REDACTED]  
Sent: 12 July 2019 16:36  
To: [REDACTED]; #SOU Airspacechange  
Cc: [REDACTED]  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi [REDACTED]

I wasn't going myself to this as we already have a rep going- [REDACTED]. However, if you agree I'll be happy to brief him on any health issues (he's our [REDACTED] so there's a very strong link already)

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] - Management Team

Eastleigh Borough Council | Eastleigh House | Upper Market Street | Eastleigh | SO50 9YN

[REDACTED] | [REDACTED]

eastleigh.gov.uk @EastleighBC

Eastleigh Borough Council

From: [REDACTED]  
Sent: 09 July 2019 11:41  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]

Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you very much for the paperwork so far, I have asked [REDACTED] ([REDACTED] of Eastleigh Borough Council and [REDACTED], on the Hampshire Health and Wellbeing Board) if he could attend either of your events - he may contact you direct on this.

In the mean time, could I ask a few questions of clarification?

- a. Do you have baseline data for the existing noise environment, based on the current level of movements?
- b. Do you have baseline data for the existing air quality, based on the current level of movements?
- c. With the anticipated doubling of flights in the next 20 years, are the infrastructure requirements to enable the airport to grow beyond the fence i.e. the road network which 'feeds' the airport and other associated infrastructure, within the scope of this review?
- d. Could you confirm which agency has confirmed that air quality should only be considered up to 1000ft? (is it the World Health Organisation, Department for Transport, Department for Health?) - which is seen on the third bullet point on slide 15
- e. Presumably there is published data on the impact of steeper climbs on noise v emissions (second point on slide 15) if someone could direct me to the scientific data on this?

As you will appreciate, there is a careful balance to be achieved with increases in flights, the economic and social benefit - and the potential increase in noise and air pollution. Having the information above will help me provide informed, effective and evidenced feedback to the consultation process.

Kind Regards,

[REDACTED]  
[REDACTED]

Hart District Council

Office Tel [REDACTED]

Website: <http://www.hart.gov.uk/>

Twitter: @HartCouncil or @HartCEX

Facebook: /HartDistrictCouncil

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 05 July 2019 10:55

To: [REDACTED]

Cc: [REDACTED]

Subject: FW: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

I note that you are unable to attend the follow-up workshops on either 19<sup>th</sup> July or 23<sup>rd</sup> July on behalf of the Hampshire Health and Wellbeing Board. Nevertheless, Southampton Airport

remains committed to offering the Board the opportunities to engage with this airspace change process. As such, I will ensure that you receive copies of the materials presented at these events and that you are extended invitations to attend all subsequent engagement activities going forwards.

In the meantime, we would welcome any feedback you have on the initial workshop presentation.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 04 July 2019 18:46  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Fw: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear Colleagues,

I have been asked to represent the Hampshire Health and Wellbeing Board on this consultation, with a particular emphasis on air quality and noise.

Unfortunately I am unavailable on either of the dates provided due to interview processes being undertaken on those days. I wonder if there is someone I could speak to on the matter?

All the best,

[REDACTED]

[REDACTED]

Hart District Council  
Office Tel: [REDACTED]  
Website: <http://www.hart.gov.uk/>  
Twitter: @HartCouncil or @HartCEX  
Facebook: /HartDistrictCouncil

From: [REDACTED]  
Sent: 04 July 2019 16:34  
To: [REDACTED]  
Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi [REDACTED], [REDACTED] kept getting this e mail rejected so has asked me to forward it on to you. Best wishes [REDACTED]

From: [REDACTED]  
Sent: Thursday, July 4, 2019 9:57:20 AM  
To: [REDACTED]  
Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal



Sorry to bother you but I keep failing to send this to [REDACTED]. The e-mail I have for her keeps being rejected .

Can you send it on please.

Many Thanks.

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Date: 3 July 2019 at 13:04:05 BST  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

119 **Email Ref 55**

From: [REDACTED]  
Sent: 15 July 2019 16:45  
To: #SOU Airspacechange  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Good Afternoon,  
Please can you book me onto the meeting this Friday 19 July.

[REDACTED]

[REDACTED]

[REDACTED]

Strategy - Strategic Planning

Eastleigh Borough Council | Eastleigh House | Upper Market Street | Eastleigh | SO50 9YN

[REDACTED] | [REDACTED]

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

120 Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

121 **Email Ref 56**

From: [REDACTED]  
Sent: 04 July 2019 20:40  
To: #SOU Airspacechange  
Subject: RE: Invitation to Follow Up Workshop - 19 & 23 July 2019

Thank you, if you could that would be great.

Kind Regards

[REDACTED]

[REDACTED]

Ethnic Minority and Traveller Achievement Service (EMTAS)  
Hampshire County Council  
Dame Mary Fagan House  
Lutyens Close  
Basingstoke  
RG24 8AG

Tel: [REDACTED] [REDACTED])

Fax: [REDACTED]

Courier Route: [REDACTED]

Website <https://www.hants.gov.uk/educationandlearning/emas>

Moodle <http://emas.hias.hants.gov.uk/>

Twitter @HampshireEMTAS  
@YIScheme

EMTAS - Developing a Rights Respecting Service that advocates for the Rights of the Child

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 04 July 2019 17:35  
To: [REDACTED]  
Subject: RE: Invitation to Follow Up Workshop - 19 & 23 July 2019

Dear [REDACTED],

Thank you for your email.

In light of the below, would you like me to remove your name from the list of those invited to participate in these engagement activities?

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 04 July 2019 10:05  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Invitation to Follow Up Workshop - 19 & 23 July 2019

Dear [REDACTED]

Thank you for your letter and invitation to [REDACTED] on 2 July 2019. [REDACTED] will not be able to attend either workshop on behalf of EMTAS. EMTAS is an education-based department supporting children in a school settings.

Kind Regards

[REDACTED]  
[REDACTED]

Ethnic Minority and Traveller Achievement Service (EMTAS)  
Hampshire County Council  
Dame Mary Fagan House  
Lutyens Close  
Basingstoke  
RG24 8AG

Tel: [REDACTED] (HPSN: [REDACTED])

Fax: [REDACTED]

Courier Route: [REDACTED]

Website <https://www.hants.gov.uk/educationandlearning/emas>

Moodle <http://emas.hias.hants.gov.uk/>

Twitter @HampshireEMTAS

@YIScheme

EMTAS - Developing a Rights Respecting Service that advocates for the Rights of the Child

123 **Email Ref 57**

From: [REDACTED]  
Sent: 10 July 2019 14:11  
To: #SOU Airspacechange  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear Sirs,

Unfortunately I cannot make either date but can you please forward on any presentation from the day.

Regards

[REDACTED]  
[REDACTED]  
Environment Management Waste West  
Solent & South Downs Area  
Tel: [REDACTED]  
[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 03 July 2019 14:50  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

124 The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport



From: [REDACTED]  
Sent: 26 June 2019 14:26  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: FW: 190625 GE6828 Action by 2 July 2019 - Soton Airport's airspace change proposal

Dear Sirs,

I will not be able to attend the workshop on Monday but would be grateful if you could keep me updated on any proposed changes to the airspace around the airport as it may become relevant to some of the waste facilities we regulate in the area.

Regards

[REDACTED]  
[REDACTED]  
Environment Management Waste West  
Solent & South Downs Area  
Tel: [REDACTED]  
[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 18 June 2019 12:49  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

FAO Customer and Engagement Team

To whom it may concern,

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air

126 transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

From: [REDACTED]  
Sent: 19 June 2019 11:49  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: Southampton Airport's airspace change proposal

Dear [REDACTED] and the Southampton Airspace Change Team,

Apologies for the delayed response to your invitation. If still valid I would like to represent TAG Farnborough Airport at your forthcoming meeting on the 27<sup>th</sup> June 2019, I look forward to your confirmation and meeting the presenting team on the day.

Yours sincerely,

[REDACTED]  
[REDACTED]

TAG Farnborough Airport

Direct Dial: [REDACTED]

Mobile: [REDACTED]

[www.tagfarnborough.com](http://www.tagfarnborough.com)

128 **Email Ref 60**

From: [REDACTED]  
Sent: 11 July 2019 13:42  
To: #SOU Airspacechange  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi guys,

Alongside [REDACTED] and [REDACTED] I would also like to attend the meeting on the 19<sup>th</sup> July.

Kind regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

From: [REDACTED]  
Sent: 02 July 2019 14:04  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>; [REDACTED]  
[REDACTED]  
Cc: [REDACTED]  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hello,  
We (myself and [REDACTED]) plan to attend on the 19<sup>th</sup> July 2019.

Regards,

[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 02 July 2019 13:22  
To: [REDACTED]; [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED] and [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a

core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

130 **Email Ref 61**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 11 July 2019 15:35

To: [REDACTED]

Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Attachments: 27 June SOU ACP Aviation Workshop Summary FINAL.pdf

Dear [REDACTED]

Thank you for your email. We look forward to engaging with you on 19<sup>th</sup> July.

In advance of the meeting, I would encourage you to read through the minutes of the initial stakeholder workshop with Aviation stakeholders, which your colleagues have already seen. This will give you a sense of what was previously discussed.

Kind regards,

[REDACTED]  
For an on behalf of Southampton Airport

From: [REDACTED]

Sent: 11 July 2019 13:42

To: #SOU Airspacechange <airspace.change@southamptonairport.com>

Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi guys,

Alongside [REDACTED] and [REDACTED] I would also like to attend the meeting on the 19<sup>th</sup> July.

Kind regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

From: [REDACTED]

Sent: 02 July 2019 14:04

To: #SOU Airspacechange <airspace.change@southamptonairport.com>; [REDACTED]  
[REDACTED]

Cc: [REDACTED]

Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hello,

We (myself and [REDACTED]) plan to attend on the 19<sup>th</sup> July 2019.

Regards,

[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 02 July 2019 13:22

To: [REDACTED]; [REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED] and [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]  
[REDACTED] Southampton Airport



133 **Email Ref 62**

From: [REDACTED]  
Sent: 02 July 2019 14:04  
To: #SOU Airspacechange; [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hello,  
We (myself and [REDACTED]) plan to attend on the 19<sup>th</sup> July 2019.

Regards,  
[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 02 July 2019 13:22  
To: [REDACTED]; [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED] and [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

**Next steps - Follow-up Workshops**

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019  
Time: 10.00am to 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

135 **Email Ref 63**

From: [REDACTED]  
Sent: 12 June 2019 11:24  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

On behalf of [REDACTED] Gatwick, we'd be delighted to attend the workshop on 27 June. Please use [REDACTED] as your primary POC and retain [REDACTED] as the secondary POC. [REDACTED] will attend on the 27<sup>th</sup>.

[REDACTED]  
[REDACTED]  
7<sup>th</sup> Floor, Destinations Place

Mobile: [REDACTED]

Email: [REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 11 June 2019 08:59  
To: [REDACTED]  
Subject: [EXTERNAL SENDER] Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to **[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)**.

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

137 **Email Ref 64**

From: [REDACTED]  
Sent: 13 June 2019 12:48  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: 27 June 2019 - Invitation to ACP meeting

Good afternoon. Many thanks for the invite to the Airspace Change Meeting on the 27 June 2019.

Just to confirm that I will be attending to represent the interests of Goodwood Aerodrome and associated airspace.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

Goodwood, Chichester, West Sussex PO18 0PH

T [REDACTED] | M [REDACTED]

138 **Email Ref 65**

From: [REDACTED]  
Sent: 17 July 2019 12:40  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: RE: Reminder: Upcoming Follow-up Workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear Sir / Madam,

Sadly I must once again send my apologies. I have been signed up for a course that has been paid for (at the airport as it happens) and comms broke down somewhat over it.

From reading the material from the last meeting and discussing with my pilot colleagues I do not think there would be much input from HIOWAA currently.

Apologies once again.

Kind regards,

[REDACTED]  
[REDACTED]

Office: [REDACTED]  
Mobile: [REDACTED]

Hampshire and Isle of Wight Air Ambulance

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 17 July 2019 12:03  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Reminder: Upcoming Follow-up Workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Reminder: Upcoming Follow-up Workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, we are pleased that you are able to attend our upcoming Follow-up Design Principles Workshop.

For your information, and by way of a reminder, please see below for details of the workshop. We'd be grateful if you could arrive at 9.45am for a prompt 10.00am start.

On: Friday 19<sup>th</sup> July 2019  
Between: 10.00am and 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

139 We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers upon arrival using the keypads available in the Conference area and at Reception.

We look forward to seeing you on 19<sup>th</sup> July. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040 or contact us via email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

140 **Email Ref 66**

From: [REDACTED]  
Sent: 26 June 2019 14:35  
To: #SOU Airspacechange; [REDACTED]  
Subject: Airspace Change Proposal

Dear [REDACTED],

My sincere apologies, but I am no longer able to attend the above meeting tomorrow, please accept my sincere apologies.

Kind regards,

[REDACTED]  
[REDACTED]

Office: [REDACTED]  
Mobile: [REDACTED]

Hampshire and Isle of Wight Air Ambulance  
22 Oriana Way  
Nursling  
Southampton  
SO16 0YU

Charity Number: 1106234  
Registered Office as above. Registered No. 5244460.

Hampshire and Isle of Wight Air Ambulance is a private company limited by guarantee and is registered in England and Wales.  
<http://www.hiowaa.org/>



141 **Email Ref 67**

From: [REDACTED]  
Sent: 05 July 2019 10:14  
To: #SOU Airspacechange  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email, I have put the 19<sup>th</sup> July in my diary. I look forward to seeing you then.

Kind regards,

[REDACTED]  
[REDACTED]

Office: [REDACTED]  
Mobile: [REDACTED]

Hampshire and Isle of Wight Air Ambulance

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 02 July 2019 13:53  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate your colleague may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

142 The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

143 **Email Ref 68**

From: [REDACTED]  
Sent: 01 July 2019 15:39  
To: #SOU Airspacechange  
Subject: RE: Reminder: Upcoming stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Apologies

Owing to work commitments and unforeseen circumstances, I was unable to attend today

I look forward to receiving information as and when, if appropriate

With best wishes

[REDACTED]  
Transport Works  
41 Peverells Wood Avenue, Chandlers Ford, Hampshire. SO53 2BS  
Mobile: [REDACTED]  
Email: [REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 28 June 2019 09:10  
To: [REDACTED]  
Subject: Reminder: Upcoming stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Reminder: Upcoming stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, we are pleased that you are able to attend our upcoming Airspace Design Principles Development Workshop.

For your information, and by way of a reminder, please see below the details of the workshop. We'd be grateful if you could arrive at 1.45pm for a prompt 2.00pm start.

On: Monday 1<sup>st</sup> July 2019  
Between: 2.00pm and 5.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a light lunch for attendees at this event, so I would be grateful if you could let me know whether you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

We look forward to seeing you on 1<sup>st</sup> July. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040 or contact us via email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

Yours sincerely,

[REDACTED]

[REDACTED]

Southampton Airport

145 **Email Ref 69**

From: [REDACTED]  
Sent: 11 June 2019 11:06  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>; [REDACTED]  
[REDACTED]  
Subject: FW: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Fao: [REDACTED], [REDACTED] Southampton Airport

Dear [REDACTED];

Thank you for the invitation to [REDACTED], [REDACTED] of Hampshire Chamber of Commerce. Please could I pass on [REDACTED]'s apologies for the Southampton Airport Change Proposal event to be held on Monday 1<sup>st</sup> July 2019 at the Holiday Inn Eastleigh. Unfortunately, [REDACTED] will be unable to attend as she will be away on annual leave.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]  
Hampshire Chamber of Commerce

Tel no: [REDACTED]

Email [REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 11 June 2019 09:37  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

146 Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to

**[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).**

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

147 **Email Ref 70**

From: [REDACTED]  
Sent: 18 June 2019 13:30  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]  
Subject: FW: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

I am pleased to confirm that [REDACTED], [REDACTED] at Hampshire Chamber of Commerce would like to accept the invitation to participate in the development of design principles for Southampton Airport's airspace change proposal meeting to be held on Monday 1<sup>st</sup> July 2019 at the Holiday Inn Eastleigh.

Thank you.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]  
Hampshire Chamber of Commerce

Tel no: [REDACTED]

Email [REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 11 June 2019 09:37  
To [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

148 The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to **[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)**.

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport



149 **Email Ref 71**

From: [REDACTED]  
Sent: 14 June 2019 14:47  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[REDACTED], thank you for your email and for kindly advising us that you will keep us updated with the information for our Planning & Transport Strategic Group at Hampshire Chamber of Commerce; it is much appreciated.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]  
Hampshire Chamber of Commerce

Tel no: [REDACTED]

Email [REDACTED]

From: [REDACTED]  
Sent: 14 June 2019 14:28  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Please accept this email as an acknowledgment of your reply. I note that [REDACTED] will not be in a position to send a representative to the stakeholder workshop on 1<sup>st</sup> July.

Southampton Airport remains keen to ensure that the Hampshire Chamber of Commerce has an opportunity to engage fully with its airspace change process. To which end, we will keep you fully informed of subsequent engagement events, and will send you the documentation that will be presented to attendees at the upcoming stakeholder workshop. This will offer [REDACTED] an opportunity to provide feedback in response, and we would encourage him to do so.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 13 June 2019 13:13  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]  
Subject: FW: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear Sir or Madam, Please can I pass on [REDACTED] the Southampton Business Strategy Group at Hampshire Chamber of Commerce apologies for the invitation to participate

in the development of design principles for Southampton Airport's airspace change proposal to be held on Monday 1<sup>st</sup> July 2019. Please could you kindly pass on [REDACTED] apologies to [REDACTED] [REDACTED] Southampton Airport. Thank you.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

Hampshire Chamber of Commerce

Tel no: [REDACTED]

Email: [REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]

Sent: 11 June 2019 09:37

To: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

  
 Southampton Airport

152 **Email Ref 72**

From: [REDACTED]  
Sent: 09 July 2019 08:13  
To: #SOU Airspacechange  
Subject: 19th July

Good Morning,

Please can I be allocated a space on 19<sup>th</sup> July?

Many thanks

[REDACTED]  
[REDACTED]  
[REDACTED]

Eastleigh District Commander | Prevention & Neighbourhoods, Hampshire Constabulary |  
Telephone [REDACTED] | Mobile [REDACTED] | Address Unit 17 Shakespeare Business Centre,  
Hathaway Close, Eastleigh, Hampshire. SO50 4SR

■ **Email Ref 73**

From: [REDACTED]  
Sent: 16 July 2019 14:30  
To: #SOU Airspacechange  
Subject: RE: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

■ I,

Can I apologies in advance, due to another operational commitment I am not going to be able to attend on the 23<sup>rd</sup> July, I am aware we are being represented by [REDACTED] on the 19<sup>th</sup>.

Kind Regards

[REDACTED]  
[REDACTED]

JOU Operations (South)  
Hampshire Constabulary  
Mobile: [REDACTED] Landline : [REDACTED]  
Email [REDACTED]  
Website: [www.hampshire.police.uk](http://www.hampshire.police.uk)

From: #SOU Airspacechange [mailto:[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)]  
Sent: 10 July 2019 11:34  
To: [REDACTED]  
Cc: [REDACTED]; [REDACTED]  
[REDACTED]  
Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

Dear [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

I write further to your attendance at our recent workshop with Aviation stakeholders on 27<sup>th</sup> June, at which we sought your organisation's views on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. We are grateful for your contribution to this event, and we look forward to receiving your initial feedback forms in response to the workshop.

In the meantime, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Aviation stakeholders.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]



155 **Email Ref 74**

From: [REDACTED]  
Sent: 09 July 2019 11:41  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal  
Attachments: image001.png; SOU Stage 1B Initial Workshop Presentation.pptx; SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

Dear [REDACTED],

Thank you very much for the paperwork so far, I have asked [REDACTED] [REDACTED] (the Eastleigh Borough Council and [REDACTED] the Hampshire Health and Wellbeing Board) if he could attend either of your events - he may contact you direct on this.

In the mean time, could I ask a few questions of clarification?

- a. Do you have baseline data for the existing noise environment, based on the current level of movements?
- b. Do you have baseline data for the existing air quality, based on the current level of movements?
- c. With the anticipated doubling of flights in the next 20 years, are the infrastructure requirements to enable the airport to grow beyond the fence i.e. the road network which 'feeds' the airport and other associated infrastructure, within the scope of this review?
- d. Could you confirm which agency has confirmed that air quality should only be considered up to 1000ft? (is it the World Health Organisation, Department for Transport, Department for Health?) - which is seen on the third bullet point on slide 15
- e. Presumably there is published data on the impact of steeper climbs on noise v emissions (second point on slide 15) if someone could direct me to the scientific data on this?

As you will appreciate, there is a careful balance to be achieved with increases in flights, the economic and social benefit - and the potential increase in noise and air pollution. Having the information above will help me provide informed, effective and evidenced feedback to the consultation process.

Kind Regards,

[REDACTED]  
[REDACTED]  
Hart District Council  
Office Tel: [REDACTED]  
Website: <http://www.hart.gov.uk/>  
Twitter: @HartCouncil or @HartCEX  
Facebook: /HartDistrictCouncil

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 05 July 2019 10:55  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: FW: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

156 Dear [REDACTED],

Thank you for your email.

I note that you are unable to attend the follow-up workshops on either 19<sup>th</sup> July or 23<sup>rd</sup> July on behalf of the Hampshire Health and Wellbeing Board. Nevertheless, Southampton Airport remains committed to offering the Board the opportunities to engage with this airspace change process. As such, I will ensure that you receive copies of the materials presented at these events and that you are extended invitations to attend all subsequent engagement activities going forwards.

In the meantime, we would welcome any feedback you have on the initial workshop presentation.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 04 July 2019 18:46  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Fw: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear Colleagues,

I have been asked to represent the Hampshire Health and Wellbeing Board on this consultation, with a particular emphasis on air quality and noise.

Unfortunately I am unavailable on either of the dates provided due to interview processes being undertaken on those days. I wonder if there is someone I could speak to on the matter?

All the best,

[REDACTED]

[REDACTED]

Hart District Council

Office Tel: [REDACTED]

Website: <http://www.hart.gov.uk/>

Twitter: @HartCouncil or @HartCEX

Facebook: /HartDistrictCouncil

From: [REDACTED]  
Sent: 04 July 2019 16:34  
To: [REDACTED]  
Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi [REDACTED], [REDACTED] kept getting this e mail rejected so has asked me to forward it on to you. Best wishes Anne

From: [REDACTED]  
Sent: Thursday, July 4, 2019 9:57:20 AM  
To: [REDACTED]



Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

██████████  
Sorry to bother you but I keep failing to send this to ██████████. The e-mail I have for her keeps being rejected.

Can you send it on please.

Many Thanks.

██████████  
From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Date: 3 July 2019 at 13:04:05 BST

To: ██████████

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear ██████████,

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

159 **Email Ref 75**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 09 July 2019 12:28  
To: [REDACTED]  
Cc: [REDACTED]; [REDACTED]  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

I will forward your questions to our technical team at Southampton Airport and will return to you shortly.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 09 July 2019 11:41  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]; [REDACTED]  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you very much for the paperwork so far, I have asked [REDACTED] ( [REDACTED] Eastleigh Borough Council and [REDACTED] the Hampshire Health and Wellbeing Board) if he could attend either of your events - he may contact you direct on this.

In the mean time, could I ask a few questions of clarification?

- a. Do you have baseline data for the existing noise environment, based on the current level of movements?
- b. Do you have baseline data for the existing air quality, based on the current level of movements?
- c. With the anticipated doubling of flights in the next 20 years, are the infrastructure requirements to enable the airport to grow beyond the fence i.e. the road network which 'feeds' the airport and other associated infrastructure, within the scope of this review?
- d. Could you confirm which agency has confirmed that air quality should only be considered up to 1000ft? (is it the World Health Organisation, Department for Transport, Department for Health?) - which is seen on the third bullet point on slide 15
- e. Presumably there is published data on the impact of steeper climbs on noise v emissions (second point on slide 15) if someone could direct me to the scientific data on this?

As you will appreciate, there is a careful balance to be achieved with increases in flights, the economic and social benefit - and the potential increase in noise and air pollution. Having the information above will help me provide informed, effective and evidenced feedback to the consultation process.

Kind Regards,

[REDACTED]

[REDACTED]

Hart District Council

Office Tel: [REDACTED]

Website: <http://www.hart.gov.uk/>

Twitter: @HartCouncil or @HartCEX

Facebook: /HartDistrictCouncil

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 05 July 2019 10:55

To: [REDACTED]

Cc: [REDACTED]

Subject: FW: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

I note that you are unable to attend the follow-up workshops on either 19<sup>th</sup> July or 23<sup>rd</sup> July on behalf of the Hampshire Health and Wellbeing Board. Nevertheless, Southampton Airport remains committed to offering the Board the opportunities to engage with this airspace change process. As such, I will ensure that you receive copies of the materials presented at these events and that you are extended invitations to attend all subsequent engagement activities going forwards.

In the meantime, we would welcome any feedback you have on the initial workshop presentation.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]

Sent: 04 July 2019 18:46

To: #SOU Airspacechange <airspace.change@southamptonairport.com>

Subject: Fw: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear Colleagues,

I have been asked to represent the Hampshire Health and Wellbeing Board on this consultation, with a particular emphasis on air quality and noise.

Unfortunately I am unavailable on either of the dates provided due to interview processes being undertaken on those days. I wonder if there is someone I could speak to on the matter?

All the best,

[REDACTED]  
 [REDACTED]  
 Hart District Council  
 Office Tel: [REDACTED]  
 Website: <http://www.hart.gov.uk/>  
 Twitter: @HartCouncil or @HartCEX  
 Facebook: /HartDistrictCouncil

From: [REDACTED]  
 Sent: 04 July 2019 16:34  
 To: [REDACTED]  
 Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi [REDACTED], [REDACTED] kept getting this e mail rejected so has asked me to forward it on to you. Best wishes [REDACTED]

From [REDACTED]  
 Sent: Thursday, July 4, 2019 9:57:20 AM  
 To: [REDACTED]  
 Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]  
 Sorry to bother you but I keep failing to send this to [REDACTED]. The e-mail I have for her keeps being rejected .

Can you send it on please.

Many Thanks.

[REDACTED]  
 From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
 Date: 3 July 2019 at 13:04:05 BST  
 To: [REDACTED]  
 Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

163 **Email Ref 76**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 15 July 2019 10:21

To: [REDACTED]

Cc: [REDACTED]; [REDACTED]

Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email dated 9 July 2019. The most current noise contours are published in Southampton Airport's Noise Action Plan. These noise contours will be revisited as part of this Airspace Change Process. More information around this can be found at [https://www.southamptonairport.com/media/5320/sial\\_noise\\_action\\_plan\\_2018\\_2023.pdf](https://www.southamptonairport.com/media/5320/sial_noise_action_plan_2018_2023.pdf)

Our most recent output relating to local air quality is summarised in the Southampton Airport draft Master Plan. The reference point against which any local air quality assessments deemed necessary are undertaken, will be considered in order to ensure appropriate impact assessments can be undertaken. In relation to our Airspace Change Process, we are following government and Civil Aviation Authority guidelines regarding local air quality. The reference to local air quality being beneath 1,000ft is listed within Appendix B of CAP1616 states *"Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 feet are unlikely to have a significant impact on local air quality. Therefore the impact of airspace design on local air quality is generally negligible compared to changes in the volume of air traffic and that of the local transport infrastructures feeding the airport. However, the CAA should include consideration of whether local air quality could be impacted when assessing airspace change proposals."*

Cap1616 can be found at <http://publicapps.caa.co.uk/docs/33/CAP1616E2noninteractive.pdf>

In relation to localised infrastructure requirements and potential growth, Southampton Airport have developed a Proposed Surface Access Strategy. This is detailed in the draft Master Plan document and does not form part of the scope of the airspace change process that we have been engaging you to participate in.

More information for both of the above points can be found at <https://www.southamptonairport.com/media/4908/southampton-airport-draft-masterplan.pdf>

Regarding data on the impact of climb gradients, please see information on the links below, which you may find useful.

[https://www.sustainableaviation.co.uk/wp-content/uploads/2018/06/FINAL\\_\\_SA\\_InterDependencies\\_2017.pdf](https://www.sustainableaviation.co.uk/wp-content/uploads/2018/06/FINAL__SA_InterDependencies_2017.pdf)

<https://publicapps.caa.co.uk/docs/33/CAP1691%20Departure%20Noise%20Mitigation%20Main%20Report.pdf>

[https://www.heathrow.com/file\\_source/HeathrowNoise/Static/Heathrow\\_DET09\\_Steeper\\_Departure\\_Trial\\_Final\\_Report\\_V1\\_0\\_May\\_2019.pdf](https://www.heathrow.com/file_source/HeathrowNoise/Static/Heathrow_DET09_Steeper_Departure_Trial_Final_Report_V1_0_May_2019.pdf)

[https://www.heathrow.com/file\\_source/HeathrowNoise/Static/Heathrow\\_DET09\\_Steeper\\_Departure\\_Trial\\_Final\\_Report\\_V1\\_0\\_May\\_2019.pdf](https://www.heathrow.com/file_source/HeathrowNoise/Static/Heathrow_DET09_Steeper_Departure_Trial_Final_Report_V1_0_May_2019.pdf)

Please note that at present, we are currently collating feedback to gain an understand of what key stakeholders believe are the main constraints and opportunities connected with the use of airspace and any proposed changes. We are currently at Stage 1B within the CAP1616 process. This airspace change is an entirely separate process from any proposed expansion at Southampton Airport. Changes to any airspace are yet to be formulated as we are at a very early stage of our design development. If you, or others representing your organisation, have any feedback that you feel may be beneficial towards the change in Southampton Airport's airspace, I would encourage you to read

164 the materials we have sent to all stakeholders so far (and will continue to send), and send your feedback via return email.

If you have any other questions, please feel free to contact us.  
Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 09 July 2019 11:41  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]; [REDACTED]  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you very much for the paperwork so far, I have asked [REDACTED] ([REDACTED] Eastleigh Borough Council and [REDACTED] the Hampshire Health and Wellbeing Board) if he could attend either of your events - he may contact you direct on this.

In the mean time, could I ask a few questions of clarification?

- a. Do you have baseline data for the existing noise environment, based on the current level of movements?
- b. Do you have baseline data for the existing air quality, based on the current level of movements?
- c. With the anticipated doubling of flights in the next 20 years, are the infrastructure requirements to enable the airport to grow beyond the fence i.e. the road network which 'feeds' the airport and other associated infrastructure, within the scope of this review?
- d. Could you confirm which agency has confirmed that air quality should only be considered up to 1000ft? (is it the World Health Organisation, Department for Transport, Department for Health?) - which is seen on the third bullet point on slide 15
- e. Presumably there is published data on the impact of steeper climbs on noise v emissions (second point on slide 15) if someone could direct me to the scientific data on this?

As you will appreciate, there is a careful balance to be achieved with increases in flights, the economic and social benefit - and the potential increase in noise and air pollution. Having the information above will help me provide informed, effective and evidenced feedback to the consultation process.

Kind Regards,

[REDACTED]  
[REDACTED]  
Hart District Council  
Office Tel: [REDACTED]  
Website: <http://www.hart.gov.uk/>  
Twitter: @HartCouncil or @HartCEX  
Facebook: /HartDistrictCouncil



From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 05 July 2019 10:55

To: [REDACTED]

Cc: [REDACTED]

Subject: FW: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

I note that you are unable to attend the follow-up workshops on either 19<sup>th</sup> July or 23<sup>rd</sup> July on behalf of the Hampshire Health and Wellbeing Board. Nevertheless, Southampton Airport remains committed to offering the Board the opportunities to engage with this airspace change process. As such, I will ensure that you receive copies of the materials presented at these events and that you are extended invitations to attend all subsequent engagement activities going forwards.

In the meantime, we would welcome any feedback you have on the initial workshop presentation.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]

Sent: 04 July 2019 18:46

To: #SOU Airspacechange <airspace.change@southamptonairport.com>

Subject: Fw: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear Colleagues,

I have been asked to represent the Hampshire Health and Wellbeing Board on this consultation, with a particular emphasis on air quality and noise.

Unfortunately I am unavailable on either of the dates provided due to interview processes being undertaken on those days. I wonder if there is someone I could speak to on the matter?

All the best,

[REDACTED]

[REDACTED]

Hart District Council

Office Tel: [REDACTED]

Website: <http://www.hart.gov.uk/>

Twitter: @HartCouncil or @HartCEX

Facebook: /HartDistrictCouncil

From: [REDACTED]

Sent: 04 July 2019 16:34

To: [REDACTED]

Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi [REDACTED], [REDACTED] kept getting this e mail rejected so has asked me to forward it on to you. Best wishes [REDACTED]

From: [REDACTED]

Sent: Thursday, July 4, 2019 9:57:20 AM

To: [REDACTED]

Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

Sorry to bother you but I keep failing to send this to [REDACTED]. The e-mail I have for her keeps being rejected.

Can you send it on please.

Many Thanks.

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Date: 3 July 2019 at 13:04:05 BST

To: [REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

168 **Email Ref 77**

From: [REDACTED]  
Sent: 04 July 2019 18:46  
To: #SOU Airspacechange  
Subject: Fw: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal  
Attachments: image001.png; SOU Stage 1B Initial Workshop Presentation.pptx; SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

Dear Colleagues,

I have been asked to represent the Hampshire Health and Wellbeing Board on this consultation, with a particular emphasis on air quality and noise.

Unfortunately I am unavailable on either of the dates provided due to interview processes being undertaken on those days. I wonder if there is someone I could speak to on the matter?

All the best,

[REDACTED]  
[REDACTED]  
Hart District Council  
Office Tel: [REDACTED]  
Website: <http://www.hart.gov.uk/>  
Twitter: @HartCouncil or @HartCEX  
Facebook: /HartDistrictCouncil

From: [REDACTED]  
Sent: 04 July 2019 16:34  
To: [REDACTED]  
Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

H [REDACTED] kept getting this e mail rejected so has asked me to forward it on to you.  
Best wishes [REDACTED]

From: [REDACTED]  
Sent: Thursday, July 4, 2019 9:57:20 AM  
To: [REDACTED]  
Subject: Fwd: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

Sorry to bother you but I keep failing to send this to [REDACTED]. The e-mail I have for her keeps being rejected .

Can you send it on please.

Many Thanks.

[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Date: 3 July 2019 at 13:04:05 BST

To: [REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

171 **Email Ref 78**

From: [REDACTED]  
Sent: 18 June 2019 15:25  
To: [REDACTED]  
Cc: [REDACTED] > [REDACTED]  
[REDACTED]  
Subject: Airspace Change

Hi [REDACTED],

We were invited to the airspace change consultation on 27<sup>th</sup> June and following our discussions I thought it would be a good idea if [REDACTED] (copied, whom you met with me a few weeks ago) attended. Unfortunately the email address no longer works so I can't confirm it officially! Are you involved in this and would you be able to confirm that he can attend?

Kind regards,

[REDACTED]  
[REDACTED]

Heli Air Limited

Tel: [REDACTED]  
Mob: [REDACTED]  
Email: [REDACTED]  
[www.heliair.com](http://www.heliair.com)

Heli Air Ltd  
Registered Office: Wellesbourne Airfield, Loxley Lane, Wellesbourne, Warwickshire CV35 9EU  
Registered Number: 2028932

172 **Email Ref 79**

From: [REDACTED]  
Sent: 19 June 2019 12:38  
To: [REDACTED]  
Subject: Airspace Modernisation Workshop - Southampton airport 27th June

Hi [REDACTED]

Many thanks for your phone call to clarify my query.

I can confirm that we will be sending an observer (rather than a participant) from the ICCAN team.

Attendee will be [REDACTED], [REDACTED].

With regards to dietary requirements, [REDACTED] is vegan.

Kind regards

[REDACTED]

Independent Commission on Civil Aviation Noise  
Spaces, Station View, Guildford, GU1 4AR

t: [REDACTED]  
m: [REDACTED]  
w: gov.uk



173 **Email Ref 80**

From: [REDACTED]  
Sent: 20 June 2019 13:08  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your invitation to the consultation event. I am the [REDACTED] working on behalf of the Isle of Wight AONB Partnership. Unfortunately I only work part-time and currently have a heavy case load.

Whilst we would like to be fully involved in these early discussions, at this time I will be unable to attend the event on 1<sup>st</sup> July. There is also no one else available at the unit to take my place.

As an AONB Partnership tasked with conserving and enhancing the natural beauty of the Isle of Wight Area of Outstanding Natural Beauty (IWAONB), our main priority in looking at airspace change would be to reduce any additional noise impacts upon the designated areas. Having looked at some of the links you have shared I understand that revised routes would look to get aircraft into airspace above 7000ft as quickly as possible, in which case, we would like to think there would be no adverse impacts from air traffic from Southampton Airport upon the IWAONB as part of these revisions.

We would be interested in seeing any presentations or documentation in relation to the workshop and consultation exercises if this is possible in order that we understand any implications on IWAONB and can engage in a useful way in the future.

My apologies that we are unable to attend on this occasion.

Kind regards

[REDACTED]  
on behalf of the Isle of Wight AONB Partnership  
AONB Unit / Seaclose Offices / Fairlee Road / Newport / Isle of Wight PO30 2QS  
Tel [REDACTED]  
E-mail [REDACTED]

Visit our website [www.wightaonb.org.uk](http://www.wightaonb.org.uk)

Follow us on Twitter: [http://twitter.com/#!/Wight\\_AONB](http://twitter.com/#!/Wight_AONB) or Facebook:

<http://www.facebook.com/pages/Isle-of-Wight-AONB-Partnership/213952778632347>

This e-mail does not constitute a commitment by the Isle of Wight AONB Partnership; or either of its joint funders.

The Isle of Wight AONB was designated in 1963. Covering approximately 191 square kilometres the AONB covers half the land area of the Island. In 1974 two Heritage Coasts (Tennyson and Hamstead) were defined. Together these special areas represent some of the best land and seascapes of lowland England.

For more information on the national family of protected landscapes visit [www.naturalengland.org.uk](http://www.naturalengland.org.uk) or [www.aonb.org.uk](http://www.aonb.org.uk).

From: [REDACTED]  
Sent: 18 June 2019 15:49  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to my voicemail to you, please find below a copy of the stakeholder invitation letter we previously sent out to you on 11<sup>th</sup> June.

As you see from the letter, we are keen to secure an attendee from the IOW AONB Partnership to engage with our upcoming design principles workshops to discuss airspace change at Southampton Airport.

I would be grateful if you could reply, at your earliest convenience, with the most appropriate contact from the Partnership to attend this engagement exercise on airspace change.

If you have any further questions on this, please feel free to contact me on by email via [REDACTED] or by calling me [REDACTED],

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

---

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your authority's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

175 The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your authority's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite you to nominate one representative for your authority to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your authority would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your authority and one nominated attendee at your earliest convenience to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your authority to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

176 **Email Ref 81**

From: [REDACTED]  
Sent: 05 July 2019 17:20  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: FW: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal  
Attachments: SOU Stage 1B Initial Workshop Presentation.pptx; SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

Dear [REDACTED]  
Thank you for your e-mail.  
The Lasham airspace team will be attending again on 23<sup>rd</sup> July.

The feedback requested will be sent by separate e-mail.  
Best wishes  
[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 02 July 2019 12:49  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for the recent attendance of your colleagues at this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

177 Date: Friday 19<sup>th</sup> July 2019  
Time: 10.00am to 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019  
Time: 10.00am to 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

178 **Email Ref 82**

From: [REDACTED]  
Sent: 19 June 2019 18:13  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]  
Thanks for the reply.

The participants will be:

[REDACTED]  
[REDACTED]  
[REDACTED]

Neither has any specific dietary requirements.  
Best wishes

[REDACTED]

From: [REDACTED]  
Sent: 18 June 2019 11:26  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

I can confirm that I have reserved a place for three people at the stakeholder workshop, to be held:

On: Thursday 27<sup>th</sup> June 2019  
Between: 10.00am and 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know the names of these attendees, and whether they have any dietary requirements, at your earliest convenience.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

Please feel free to get in touch if you have any further questions.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 17 June 2019 12:32  
To: [REDACTED]

Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for the invitation.

It is indeed correct that I [REDACTED] the Lasham Airspace Team.

We would like to come along to the meeting on 27<sup>th</sup> June but will be sending three people who cover the various topics involved. I will send you their names shortly.

I realise that this is just about the Design Principles in the CAP 1616 process, but it is extremely important that things head off in a suitable direction with open exchanges right at the very beginning of an ACP.

We look forward to working with you.

Best wishes

[REDACTED]

From: [REDACTED]

Sent: 13 June 2019 16:10

To: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

I write to you on behalf of Southampton Airport with regard to how it should progress its part of a UK-wide initiative to modernise the country's airspace.

I was passed your email address by your colleague, [REDACTED], as he indicated that you would be the most appropriate point of contact at Lasham Gliding Society for engagement on the question of airspace change.

In light of this, we would like to invite you to participate in an Airspace Design Principles Development Workshop, due to take place on 27<sup>th</sup> June.

To which end, please find below the text of a letter we initially sent to [REDACTED], setting out the context of this invitation.

I look forward to receiving your reply.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

---

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).



This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

  
 Southampton Airport

182 **Email Ref 83**

From: [REDACTED]  
Sent: 02 July 2019 10:49  
To: #SOU Airspacechange  
Subject: Question following the stakeholder meeting of 27 June 2019

Thank you for including representatives of Lasham Gliding Society (LGS) in the ACP Design Principles meeting on 27<sup>th</sup> June. We expect to provide further inputs shortly, but in the meantime have a specific question, as follows:

We note that you currently have one STAR and no SIDs. Please could you direct us to the specific sections of the AMS and also Commission Implementing Regulation (EU) 2018/104 EU that obliges you to:

Add SIDs and STARs beyond what you already have?

Convert any SIDs and STARs to PBN before 2030.

Thank you and regards,

[REDACTED]

LGS

183 **Email Ref 84**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 23 July 2019 15:32

To: [REDACTED]; [REDACTED]

Cc: [REDACTED]; [REDACTED]

Subject:FW: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

Attachments: 27 June SOU ACP Aviation Workshop Summary FINAL.pdf

Dear [REDACTED] and [REDACTED],

Thank you for your attendance at Southampton Airport's 'Follow-up' Airspace Design Principles earlier today.

Further to our conversation earlier, and the e-mail below, please find attached the report summarising the key issues, ideas, and points raised by the attendees at the initial Airspace Design Principles Development Workshop with Aviation stakeholders.

I hope you find this useful. As mentioned, we will be sending out digital copies of today's presentation, feedback form, and minutes in the coming days.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 10 July 2019 11:25

To: [REDACTED]

Cc: [REDACTED]

Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

Dear [REDACTED], [REDACTED], and [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

I write further to your attendance at our recent workshop with Aviation stakeholders on 27<sup>th</sup> June, at which we sought your organisation's views on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. We are grateful for your contribution to this event, and we look forward to receiving your initial feedback forms in response to the workshop.

In the meantime, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Aviation stakeholders.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED]

Southampton Airport

185 **Email Ref 85**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 24 July 2019 09:42

To: [REDACTED]

Cc: [REDACTED]; [REDACTED]; [REDACTED]

Subject: Response from [REDACTED] Airspace-4-All

[REDACTED],

I understand that following yesterday's workshop you asked [REDACTED] of Trax whether he could confirm what [REDACTED] of Airspace-4-All had said about lower airspace strategy on Friday 19<sup>th</sup> July.

[REDACTED] got in touch with [REDACTED], who supplied him with the below reply:

*I think my comments may have not been understood fully. I talked about a number of items that are contained within the CAA's Airspace Modernisation Strategy (CAP 1711) and also pointed towards some of the statements contained in the Lord Kirkhope Inquiry into UK Lower Airspace. I did not state that there was a discreet lower airspace strategy in existence and apologise if it sounded like there was one.*

*That said, at a recent higher level Strategy meeting with the Aviation Minister this subject was raised and highlighted as an omission from the Airspace Modernisation Strategy (which deals principally with airspace used by the commercial airspace industry, whilst acknowledging the non-commercial requirements). This omission was acknowledged and the GAA has produced an outline for how this may be developed to try and balance future strategy. This outline is currently being circulated amongst the various interested bodies (CAA, NATS etc) with the view that it should be developed in parallel with the other AMS initiatives but is not yet any form of policy - but hopes are high...*

I hope this helps.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

186 **Email Ref 86**

From: [REDACTED]  
Sent: 17 June 2019 12:32  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]  
Thank you for the invitation.

It is indeed correct that I [REDACTED] the Lasham Airspace Team.

We would like to come along to the meeting on 27<sup>th</sup> June but will be sending three people who cover the various topics involved. I will send you their names shortly.

I realise that this is just about the Design Principles in the CAP 1616 process, but it is extremely important that things head off in a suitable direction with open exchanges right at the very beginning of an ACP.

We look forward to working with you.

Best wishes

[REDACTED]

From: [REDACTED]  
Sent: 13 June 2019 16:10  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

I write to you on behalf of Southampton Airport with regard to how it should progress its part of a UK-wide initiative to modernise the country's airspace.

I was passed your email address by your colleague, [REDACTED], as he indicated that you would be the most appropriate point of contact at Lasham Gliding Society for engagement on the question of airspace change.

In light of this, we would like to invite you to participate in an Airspace Design Principles Development Workshop, due to take place on 27<sup>th</sup> June.

To which end, please find below the text of a letter we initially sent to [REDACTED], setting out the context of this invitation.

I look forward to receiving your reply.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

## Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

### Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

### How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

188 Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport



189 **Email Ref 87**

From: [REDACTED]  
Sent: 17 June 2019 13:50  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

FAO [REDACTED]

Dear [REDACTED],

Further to my conversation with your receptionist, please find attached a copy of a stakeholder invitation letter.

My apologies; this was previously addressed to your predecessor as [REDACTED].

If you have any questions, please do not hesitate to get in touch with me.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

---

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental

190 improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee at your earliest convenience to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

191 **Email Ref 88**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 17 July 2019 13:29

To: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Attachments: [REDACTED] 11 June 2019.pdf

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to my telephone call yesterday, I refer you to the attached letter sent by email and post to your office on 11<sup>th</sup> June 2019 regarding Southampton Airport's airspace change proposal.

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

Given your role, we would like to extend the offer for you to meet with a member of our team and receive a briefing on airspace modernisation and the development of design principles. If this is of interest please contact our engagement team either by emailing [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or by phone on 0800 298 7040.

Kind Regards,

[REDACTED]

For and on behalf of Southampton Airport

192 **Email Ref 89**

From: [REDACTED]  
[REDACTED]

Sent: 13 June 2019 16:55

To: #SOU Airspacechange <airspace.change@southamptonairport.com>

Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Good Afternoon [REDACTED],

It was great to chat on the phone earlier today. As discussed, none of the team are able to attend this meeting however we welcome continued dialogue between Southampton and the MOD with respect to this ACP. I will continue to be the contact and this email address should be used. We'd also welcome further information on the design principles as they continue to be developed and are happy to comment where appropriate.

Our initial thoughts are as below:

The MOD recognises the importance of Airspace Modernisation and remains committed to ensuring airspace is used safely, efficiently and flexibly. Airspace modernisation and future airspace design must consider and allow for MOD access to airspace in order to meet future defence requirements. The MOD welcomes continued engagement throughout the ACP process.

Please let me know if you require any further input from me at this stage. I look forward to hearing from you soon,

Regards

[REDACTED]

[REDACTED] | [REDACTED] | SO2 Airspace Plans | Defence Airspace and Air Traffic Management |  
CAA Aviation House | Gatwick, RH6 0YR | Civilian Telephone: [REDACTED] | MOD Net:  
[REDACTED] | E-Mail: [REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 11 June 2019 09:27

To: [REDACTED]  
[REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be

193 required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

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How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27<sup>th</sup> June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

194 Yours sincerely

[REDACTED]

[REDACTED] Southampton Airport

From: [REDACTED]  
Sent: 18 June 2019 16:28  
To: #SOU Airspacechange  
Subject:FW: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear Sir

Thank you for your email. I would be very happy to be the nominated person for my organisation in relation to this proposal.

Unfortunately I cannot attend on 1st July, but would be pleased to receive any further information and provide advice from Natural England.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED] Dorset, Hampshire and Isle of Wight Team

Natural England  
4<sup>th</sup> Floor, Eastleigh House  
Upper Market Street  
Eastleigh  
SO50 9YN

Landline: [REDACTED]  
Mobile: [REDACTED]

[www.naturalengland.org.uk](http://www.naturalengland.org.uk)

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 11 June 2019 09:45  
To: [REDACTED]  
Subject: FW: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

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Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk),  
[www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme)  
and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

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How you can become involved:

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The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely





Southampton Airport

198 **Email Ref 91**

From: [REDACTED]  
Sent: 19 June 2019 11:32  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Hi [REDACTED]

Thanks for your email. My colleague [REDACTED] can now attend for Natural England if that is ok.

[REDACTED]

On 19 Jun 2019, at 10:19, #SOU Airspacechange <airspace.change@southamptonairport.com> wrote:

Dear [REDACTED],

Thank you for your reply.

I note that you will not be in a position to attend the stakeholder workshop on 1<sup>st</sup> July and you will be the most appropriate contact at Natural England for Southampton Airport to engage with on airspace change.

I will ensure that Natural England is given every opportunity to engage with this airspace change process. To which end, I will post out the materials that will be shown to attendees at the workshop, when these are available, and invite you to offer feedback at this stage. Going forward, I will ensure that you are invited to subsequent engagement exercises.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 18 June 2019 16:28  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: FW: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear Sir

Thank you for your email. I would be very happy to be the nominated person for my organisation in relation to this proposal.

Unfortunately I cannot attend on 1st July, but would be pleased to receive any further information and provide advice from Natural England.

Kind regards

[REDACTED]

[REDACTED]

Natural England  
4<sup>th</sup> Floor, Eastleigh House  
Upper Market Street  
Eastleigh  
SO50 9YN

Landline: [REDACTED]

Mobile: [REDACTED]

[www.naturalengland.org.uk](http://www.naturalengland.org.uk)

From: #SOU Airspacechange [mailto:[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)]

Sent: 11 June 2019 09:45

To: [REDACTED]

Subject: FW: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

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As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

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To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to **[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)**.

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

201 **Email Ref 92**

From: [REDACTED]  
Sent: 24 June 2019 14:07  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: RE: Airspace Design Principles Workshop

Dear [REDACTED],

[REDACTED] will be the Council's representative, his contact details are:

[REDACTED]  
Wykeham  
7 Barton Court Road  
New Milton  
BH25 6NN

Phone: [REDACTED]  
Email: [REDACTED]

Kind regards,

[REDACTED]

[REDACTED]  
[REDACTED]  
New Forest District Council  
Tel: [REDACTED]  
Mob: [REDACTED]  
[REDACTED]  
newforest.gov.uk

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 19 June 2019 09:57  
To: [REDACTED]  
Subject: RE: Airspace Design Principles Workshop

Dear [REDACTED],

Thank you for your email.

I can confirm that I have reserved a place for a representative from New Forest District Council to attend the stakeholder workshop, to be held:

On: Monday 1<sup>st</sup> July 2019  
Between: 2.00pm and 5.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We look forward to liaising with a representative of the Council once you are in a position to confirm their details.

Please feel free to get in touch if you have any further questions.

202 Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 18 June 2019 17:00  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Airspace Design Principles Workshop

Dear Sir/Madam,

Thank you for your letter of the 11<sup>th</sup> June. New Forest District Council will be pleased to send a representative to the workshop on Monday 1<sup>st</sup> July, but I regret that I will be unable to provide details of the representative until Friday 21<sup>st</sup> June.

Yours faithfully,

[REDACTED]

[REDACTED]

New Forest District Council

Tel [REDACTED]

Mob: [REDACTED]

[REDACTED]

[newforest.gov.uk](http://newforest.gov.uk)

203 **Email Ref 93**

From: [REDACTED]  
Sent: 08 July 2019 18:03  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]; [REDACTED]  
Subject: Airspace Principles Development Workshop - 23 July

Thank you for the invitation to the Airspace Principles Development Workshop.  
Myself and [REDACTED] will be representing New Forest District Council at the event on:

Date: Tuesday 23rd July 2019  
Time: 10.00am to 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

Kind regards,

[REDACTED]  
[REDACTED]  
New Forest District Council  
Tel: [REDACTED]  
Email [REDACTED]  
newforest.gov.uk

204 **Email Ref 94**

From: [REDACTED]  
Sent: 18 June 2019 17:00  
To: #SOU Airspacechange  
Subject: Airspace Design Principles Workshop

Dear Sir/Madam,

Thank you for your letter of the 11<sup>th</sup> June. New Forest District Council will be pleased to send a representative to the workshop on Monday 1<sup>st</sup> July, but I regret that I will be unable to provide details of the representative until Friday 21<sup>st</sup> June.

Yours faithfully,

[REDACTED]  
[REDACTED]

New Forest District Council

Tel: [REDACTED]

Mob: [REDACTED]

[REDACTED]

[newforest.gov.uk](http://newforest.gov.uk)



205 **Email Ref 95**

From: [REDACTED]  
Sent: 14 June 2019 09:12  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Airspace Design Principles Development Workshop - 1 July 2019

Southampton Airport airspace change proposal  
Airspace Design Principles Development Workshop – Monday 1 July 2019, Eastleigh

Thank you for your recent letter inviting the New Forest National Park Authority to attend the above workshop. I can confirm I will be attending the workshop on behalf of the National Park Authority and my contact details are on this email.

Regards

[REDACTED]  
[REDACTED]  
Tel: [REDACTED]

From: [REDACTED]  
Sent: 20 June 2019 12:29  
To: #SOU Airspacechange  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Thank you for this invitation .  
I should be able to attend on behalf of the NFU  
Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

office: [REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 18 June 2019 13:10  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

207 How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee at your earliest convenience to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

From: [REDACTED]  
Sent: 03 July 2019 16:03  
To: [REDACTED]  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Good afternoon [REDACTED].

Unfortunately I will not be able to attend either date due to work commitments. However if there is a further meeting of stakeholders I would like to still be included.

Best regards

[REDACTED]

From: [REDACTED]  
Sent: Tuesday, July 2, 2019 11:50  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019  
Time: 10.00am to 1.00pm

209 At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

210 **Email Ref 98**

From: [REDACTED]  
Sent: 15 June 2019 16:36  
To: #SOU Airspacechange  
Subject: Air space change meeting

Dear all.

I, [REDACTED] from Old Sarum airfield will be attending the Airspace change meeting at on the 27<sup>th</sup> of June 2019.

Look forward to meeting you then.

[REDACTED]

211 **Email Ref 99**

From: [REDACTED]  
Sent: 18 June 2019 11:27  
To: #SOU Airspacechange  
Subject: Southampton Airport airspace change proposals

Dear [REDACTED],

Apologies for the delay in response to your letter dated 11<sup>th</sup> June 2019. Many thanks for inviting the RSPB to attend a workshop on Southampton Airport's airspace change proposal on 1<sup>st</sup> July 2019. Unfortunately the RSPB South East will not be able to attend this date due to time issues with resource. However, if there are further opportunities to comment on masterplan proposals for development of Southampton Airport and changes in the infrastructure of the site, please do get in touch via our designated planning inbox for the Conservation team to respond (see below):

[REDACTED]

Kind Regards,

[REDACTED]  
[REDACTED]

The RSPB - South East Regional Office 1st Floor Pavilion View, 19 New Road, Brighton, BN1 1UF  
Tel [REDACTED]

[rspb.org.uk](http://rspb.org.uk)

212 **Email Ref 100**

From: [REDACTED]  
Sent: 17 June 2019 12:16  
To: [REDACTED]  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],  
Setting aside the exceedingly short notice for a response from the RSYC; my members are distributed across a very wide geographic area, not solely Southampton. I therefore think we are not best placed to be able to assist you in this matter.  
Yours Sincerely,

[REDACTED]  
[REDACTED]

---

ROYAL SOUTHAMPTON YACHT CLUB  
Gins Clubhouse, St Leonards, Beaulieu, SO42 7XG  
Tel: [REDACTED]  
Floating Bridge Road, Southampton, Hampshire. SO14 3FL (Registered No. 05670438)  
Tel: [REDACTED] / Email: [REDACTED] / Web: [www.rsyc.org.uk](http://www.rsyc.org.uk)

From: [REDACTED]  
To: [REDACTED]  
Sent: 17/06/2019 12:07:25  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

I write on behalf of Southampton Airport in relation to an invitation attend a stakeholder workshop to discuss design principles for airspace change.

We previously wrote to your central email address and Floating Bridge Road correspondence address, but I have been advised by the RSYC that this is the best contact to reach you on.

I'd be grateful if you could consider the invitation, which I have copied below.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

---

17<sup>th</sup> June 2019

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal



213 At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

214 This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted]

Southampton Airport

215 **Email Ref 101**

From: [REDACTED]

Sent: 17 June 2019 12:07

To: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

I write on behalf of Southampton Airport in relation to an invitation attend a stakeholder workshop to discuss design principles for airspace change.

We previously wrote to your central email address and Floating Bridge Road correspondence address, but I have been advised by the RSYC that this is the best contact to reach you on.

I'd be grateful if you could consider the invitation, which I have copied below.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

---

17<sup>th</sup> June 2019

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental

216 improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

217 **Email Ref 102**

From: [REDACTED]  
Sent: 10 July 2019 10:35  
To: #SOU Airspacechange  
Subject: Follow-up workshop

I would be able to attend the follow-up workshop on Tuesday 23 July. Thank you for the invitation.

[REDACTED]  
[REDACTED] SCAPPS

218 **Email Ref 103**

From: [REDACTED]  
Sent: 15 June 2019 18:32  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]  
Subject: Attendance at workshop 1 July

Thank you for the invitation for Southampton Commons & Parks Protection Society (SCAPPS) to nominate a representative to attend an Airspace Design Principles Development Workshop at the Holiday Inn, Leigh Road on the morning of 1 July. I will attend to represent the Society.

[REDACTED]  
[REDACTED] SCAPPS

219 **Email Ref 104**

From: [REDACTED]  
Sent: 22 June 2019 11:15  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[REDACTED],

My apologies, for some unknown reason I have used an incorrect name for you. Please accept my apologies I didn't properly re-read the email before sending it.

Kind regards

[REDACTED]

Sent from my iPad

On 22 Jun 2019, at 11:06, [REDACTED] wrote:

[REDACTED],

Thank you, I am pleased to see that I have a place booked at this event. The Airport Consultative Committee has just elected its [REDACTED] for 2019/20 with [REDACTED] and [REDACTED]. I would very much like the [REDACTED] to also have the opportunity to attend the event. Please, is it possible to reserve [REDACTED] a place at the event?

For myself, in answer to your questions.....a) I have no dietary or other special requirements and b) I do not require a parking pass as I will use public transport to reach the hotel.

Thank you,

Regards

[REDACTED]

Sent from my iPad

On 17 Jun 2019, at 16:40, [REDACTED] wrote:

Dear [REDACTED],

Thank you for your email.

I can confirm that I have reserved a place for [REDACTED] for the stakeholder workshop, to be held:

On: Monday 1<sup>st</sup> July 2019

Between: 2.00pm and 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a light lunch for attendees at this event, so I would be grateful if you could let me know whether [REDACTED] has any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

Please feel free to get in touch if you have any further questions.

Kind regards,

█

For and on behalf of Southampton Airport.

From: █  
 Sent: 17 June 2019 16:16  
 To: █  
 Cc: █; █  
 █; █  
 Subject: FW: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear █,

Thank you for your e-mail to my colleague █.

The Consultative Committees representative at the Airspace Meeting on the 1<sup>st</sup> July will be █. I believe █ has already replied to █ in this regard.

Please let me know if you require any further information.

Kind regards,

█  
 █

Southampton International Airport Consultative Committee

█

From: █  
 Sent: 17 June 2019 15:27  
 To: █; █  
 Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

█,

Further to my telephone conversation with you just now, please find below a copy of the stakeholder invitation letter we previously emailed to █ as █ of the Southampton Airport Consultative Committee.

I would be grateful if you could forward this invitation to members of the Consultative Committee, so that they might agree on a representative to attend the upcoming stakeholder workshop.

If they could get in touch with me on █, I'd be grateful.

Kind regards,



██████████  
For and on behalf of Southampton Airport.

---

Dear ██████████,

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear the Consultative Committee's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek the Committee's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite you to nominate one representative from the Committee to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process. Ideally, and where possible, the individual nominated from the Committee would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of the nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage the Committee to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted]

Southampton Airport

223 **Email Ref 105**

From: [REDACTED]  
Sent: 05 July 2019 17:21  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: Follow-up Workshop on the development of design principles

Good afternoon,

I confirm I still wish to attend the follow-up workshop taking place on the 23rd July 2019.

Kind regards,

[REDACTED]

Sent from my iPad

224 **Email Ref 106**

From: [REDACTED]  
Sent: 17 June 2019 16:16  
To: [REDACTED]  
Cc: [REDACTED]; [REDACTED]; [REDACTED]  
Subject: FW: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your e-mail to my colleague [REDACTED].

The Consultative Committees representative at the Airspace Meeting on the 1<sup>st</sup> July will be [REDACTED]. I believe [REDACTED] has already replied to [REDACTED] in this regard.

Please let me know if you require any further information.

Kind regards,

[REDACTED]  
[REDACTED]  
Southampton International Airport Consultative Committee  
[REDACTED]

From: [REDACTED]  
Sent: 17 June 2019 15:27  
To: [REDACTED]; [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[REDACTED],

Further to my telephone conversation with you just now, please find below a copy of the stakeholder invitation letter we previously emailed to [REDACTED] as [REDACTED] of the Southampton Airport Consultative Committee.

I would be grateful if you could forward this invitation to members of the Consultative Committee, so that they might agree on a representative to attend the upcoming stakeholder workshop.

If they could get in touch with me on [REDACTED], I'd be grateful.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

---

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear the Consultative Committee's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek the Committee's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite you to nominate one representative from the Committee to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from the Committee would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of the nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

226 This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage the Committee to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted]

Southampton Airport

227 **Email Ref 107**

From: [REDACTED]  
Sent: 17 July 2019 12:52  
To: #SOU Airspacechange  
Subject: RE: Reminder: Upcoming Follow-up Workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Unfortunately I am now unable to attend this Friday and the second date clashes with our CAA audit.

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

Solent Airport | Daedalus drive

Lee-on-the-Solent | Hants | PO13 9FZ | [REDACTED] | [REDACTED]

[REDACTED]

[REDACTED]

Solent Airport Daedalus is managed and operated by Regional & City Airports Ltd.

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 17 July 2019 12:09

To: [REDACTED]

Subject: Reminder: Upcoming Follow-up Workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Reminder: Upcoming Follow-up Workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, we are pleased that you are able to attend our upcoming Follow-up Design Principles Workshop.

For your information, and by way of a reminder, please see below for details of the workshop. We'd be grateful if you could arrive at 9.45am for a prompt 10.00am start.

On: Friday 19<sup>th</sup> July 2019

Between: 10.00am and 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers upon arrival using the keypads available in the Conference area and at Reception.

We look forward to seeing you on 19<sup>th</sup> July. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information

228 line number on 0800 298 7040 or contact us via email  
at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport



229 **Email Ref 108**

From: [REDACTED]  
Sent: 13 June 2019 17:10  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Nominated attendee

The nominated attendee from Solent Airport will be myself.

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

Solent Airport | Daedalus drive

Lee-on-the-Solent | Hants | PO13 9FZ | [REDACTED] | [REDACTED]

[REDACTED]

[REDACTED]

Solent Airport Daedalus is managed and operated by Regional & City Airports Ltd.

230 **Email Ref 109**

From: [REDACTED]

Sent: 11 July 2019 13:21

To: #SOU Airspacechange

Subject: Follow up workshop

Good Afternoon,

On behalf of [REDACTED], please accept apologies from [REDACTED] as she is unable to attend the follow up workshop on either 19<sup>th</sup> or 23<sup>rd</sup> July.

If it is ok with you, [REDACTED] ([REDACTED]) would be pleased to attend to represent the Solent LEP at the event on 19<sup>th</sup> July.

Please could you confirm if it is possible to book [REDACTED] on to this event?

Thank you and regards

[REDACTED]

[REDACTED]

[REDACTED] | Solent Local Enterprise

Partnership

T: [REDACTED]

231 **Email Ref 110**

From: [REDACTED]  
Sent: 11 June 2019 14:07  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Good Afternoon,

Please could you reserve a space for [REDACTED] (Solent LEP [REDACTED]) at the workshop on 1<sup>st</sup> July?

Thank you and regards

[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 11 June 2019 09:35  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

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How you can become involved:

232 Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17<sup>th</sup> June 2019 to **[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)**.

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted]

Southampton Airport

233 **Email Ref 111**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 05 July 2019 10:34  
To: [REDACTED]  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

We will be circulating an overview of points and ideas raised from the workshop you attended early next week. I hope that you will find this useful when compiling your initial feedback.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 05 July 2019 09:52  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi,

I would like garner a response from my colleagues on the questionnaire but would like to avoid duplicating what was said at the workshop already. Are you able to provide a transcript of this so I might share it and then see if there's more we would like to offer.

Regards

[REDACTED]  
[REDACTED]

Southampton City Council

[REDACTED]

[REDACTED]

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Think of the environment...please don't print this e-mail unless you really need to

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 03 July 2019 12:22  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the

UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

From: [REDACTED]  
Sent: 05 July 2019 09:52  
To: #SOU Airspacechange  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Hi,

I would like garner a response from my colleagues on the questionnaire but would like to avoid duplicating what was said at the workshop already. Are you able to provide a transcript of this so I might share it and then see if there's more we would like to offer.

Regards

[REDACTED]  
[REDACTED]  
Southampton City Council  
[REDACTED]  
[REDACTED]

Clean Air Network: LinkedIn Twitter Facebook

Think of the environment...please don't print this e-mail unless you really need to

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 03 July 2019 12:22  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

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236 submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

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To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport



237 **Email Ref 113**

From: [REDACTED]  
Sent: 19 June 2019 10:18  
To: #SOU Airspacechange  
Subject: Invitation to participate in the development of design principles for Southampton airports airspace change proposal - 1 July

Good Morning,

Many thanks for your letter inviting [REDACTED] to participate in the development of design principles for Southampton Airport's Airspace change proposal on 1 July.

Apologies for the delay in responding, [REDACTED] is unfortunately unable to attend but we would like to send a delegate, please confirm if that is acceptable and I will confirm details.

Kind regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Southampton City Council

Tel: [REDACTED]

238 **Email Ref 114**

From: [REDACTED]  
Sent: 19 June 2019 13:01  
To: #SOU Airspacechange  
Subject: 1st July Event

Hi,

I would like to confirm that I can attend this event of behalf of Southampton City Council.

Regards

[REDACTED]  
[REDACTED]

Southampton City Council

[REDACTED]  
[REDACTED]

Clean Air Network: [LinkedIn](#) [Twitter](#) [Facebook](#)

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239 **Email Ref 115**

From: [REDACTED]  
Sent: 12 June 2019 11:32  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Specsavers Aviation Ltd

Hi there.

Our nominated attendee will be [REDACTED] Specsavers Aviation Ltd.

Best regards.

[REDACTED]

240 **Email Ref 116**

From: [REDACTED]  
Sent: 18 June 2019 11:03  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Many thanks for the invitation to attend the workshop on the 1 July. I'm afraid I will be on a family trip to Wimbledon on that day having managed to secure four tickets for the first time.

In terms of further opportunities to engage in the process, [REDACTED] is the appropriate contact. He sits on the Southampton International Airport Consultative Committee and so understands the background. He is on sick leave at the moment but we are expecting him back in the not too distant future.

Best regards

[REDACTED]

[REDACTED]

[REDACTED] Tourism South East

e: [REDACTED]  
t: [REDACTED]  
m: [REDACTED]

To engage with us: [www.tourismsoutheast.com](http://www.tourismsoutheast.com) | Twitter: @tourismseast | Facebook: Tourism South East | LinkedIn: Tourism South East

For destination inspiration: [www.visitsoutheastengland.com](http://www.visitsoutheastengland.com) | Twitter: @visitseengland | Facebook: Visit South East England

From: [REDACTED]  
Sent: Monday, June 17, 2019 3:50 PM  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to my telephone conversation with your secretary just now, please find below a copy of the stakeholder invitation letter we previously emailed to [REDACTED] in his capacity as [REDACTED] [REDACTED] Tourism South East.

I have been advised that you would be the most appropriate contact to respond to this engagement exercise on airspace change.

I would be grateful if you could forward reply at your earliest convenience, either to this email or by calling me on [REDACTED].

Kind regards,

██████████  
For and on behalf of Southampton Airport.

---

Dear ██████████,

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear the your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

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How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite you to nominate one representative from the Committee to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

242 We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of the nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage Tourism SE to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

243 **Email Ref 117**

From: [REDACTED]  
Sent: 17 July 2019 17:13  
To: #SOU Airspacechange  
Subject:Date

Hi

Just had an email reminder for the upcoming meeting which I was down for Friday but this says Tuesday so could someone just confirm which date you have me down for.

Kind Regards

[REDACTED]  
Townhill Park Residents Association

244 **Email Ref 118**

From: [REDACTED]  
Sent: 04 July 2019 19:40  
To: #SOU Airspacechange  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Thank you for your invitation, 19th July is the most convenient day.

[REDACTED]

Sent from my iPhone

On 3 Jul 2019, at 12:28, #SOU Airspacechange <airspace.change@southamptonairport.com> wrote:

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

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– Either –

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At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019  
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To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[REDACTED]

[REDACTED] Southampton Airport



247 visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

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How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your authority's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite you to nominate one representative for your authority to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your authority would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your authority and one nominated attendee by 17<sup>th</sup> June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your authority to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

248 **Email Ref 120**

From: [REDACTED]  
Sent: 02 July 2019 14:49  
To: #SOU Airspacechange  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Thank you for the invitation, but unfortunately I am not available to attend on either date.  
Regards,

[REDACTED]

[REDACTED]

[REDACTED]

Vector Aerospace International Limited (A StandardAero Company)

Fareham Road

Gosport, Hampshire

UK, PO13 0AA

Office: [REDACTED]

Fax [REDACTED]

[REDACTED]

www.standardaero.com

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 02 July 2019 12:48  
To: [REDACTED]  
Subject: [EXT] Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17<sup>th</sup> July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we

249 submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19<sup>th</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23<sup>rd</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15<sup>th</sup> July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted]

Southampton Airport

250 **Email Ref 121**

From: [REDACTED]  
Sent: 18 June 2019 08:59  
To: #SOU Airspacechange  
Subject: MOD Fleetlands - Nominee

I would like to attend on the 27<sup>th</sup> June as the nominee for MOD Fleetlands.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

Vector Aerospace International Limited (A StandardAero Company)

Fareham Road

Gosport, Hampshire

UK, PO13 0AA

Office: [REDACTED]

Fax: [REDACTED]

[REDACTED]

[www.standardaero.com](http://www.standardaero.com)

251 **Email Ref 122**

From: [REDACTED]  
Sent: 25 June 2019 09:56  
To: [REDACTED]  
Cc: #SOU Airspacechange  
Subject: RE: Airspace Change at Southampton Airport

Dear [REDACTED],

Thank you for your email.

In answer to your query, we would be happy to host a second attendee from Western Air (Thruxton) in line with your email below.

Could you please provide the name and full contact details of your second attendee? Ideally today, so that we can forward a confirmation email to them and ensure that we invite them to subsequent engagement exercises.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 24 June 2019 21:08  
To: [REDACTED]  
Subject: Airspace Change at Southampton Airport

Dear [REDACTED],

*Western Air (Thruxton) Ltd consists to two entities one an Approved (Flight) Training Organisation (ATO), and secondly a Licensed Aerodrome. Both of these are stakeholders.*

*Following your confirmation of the Southampton Airspace Workshop this coming Thursday, I convened a meeting today (Monday) of both entities.*

*While we have much in common, and work very closely together, we have a number of different aspirations in respect of controlled airspace, and its impact on the conduct of both current business and future development plans.*

*During our meeting it was concluded that there should be separate representation during the ACP discussions. Consequently your concurrence is sought to facilitate attendance at the Workshop, on Thursday and future meetings, by our Flight Training representative and our Licensed Aerodrome representative.*

*Kind regards*

[REDACTED]  
*CFI Flight Training Organisation  
Western Air (Thruxton) Ltd*

252 **Email Ref 123**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 05 July 2019 15:14  
To: [REDACTED]  
Subject: RE: Follow up Workshop 19 July 2019

Dear [REDACTED],

Thank you for your email.

Yes, we will be sending out a summary of the key points, issues, and ideas raised by attendees at the first workshop. In light of the volume and technical detail of some of this feedback, it has taken some time to collate. As such, these summaries will be emailed out to attendees on Monday.

This said, we would be happy to receive whatever feedback you believe should be considered in the formulation of our initial design principles, regardless of whether you previously mentioned it at the first workshop.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 05 July 2019 13:41  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Re: Follow up Workshop 19 July 2019

Hi [REDACTED]

At the initial Workshop I understood that the attendees would receive a summary of feedback to the design principles questions. Apart from the letter of 28 June. which contained a blank Feedback Form, I have not received any summary. As the subject form invited additional feedback I would appreciate your advice as to how to proceed when I do not have a summary of the initial version.

Regards

[REDACTED]

From: #SOU Airspacechange  
Sent: Thursday, July 4, 2019 5:29 PM  
To: [REDACTED]  
Subject: RE: Follow up Workshop 19 July 2019

Dear [REDACTED],

Thank you for your email.

We look forward to meeting you again on 19<sup>th</sup> July.

Kind regards,



[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 04 July 2019 09:09  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Follow up Workshop 19 July 2019

Thank you for your invitation, I am pleased to accept on behalf of Western Air (Thruxton) Ltd.

Regards

[REDACTED]

[REDACTED]

Airport OPS Services  
ATM, Airport Operations & UAS Consultants  
for and on behalf of the Aerodrome Licence Holder

TEL [REDACTED]  
MOB: [REDACTED]

254 **Email Ref 124**

From: [REDACTED]  
Sent: 05 July 2019 13:41  
To: #SOU Airspacechange  
Subject: Re: Follow up Workshop 19 July 2019

Hi [REDACTED]

At the initial Workshop I understood that the attendees would receive a summary of feedback to the design principles questions. Apart from the letter of 28 June, which contained a blank Feedback Form, I have not received any summary. As the subject form invited additional feedback I would appreciate your advice as to how to proceed when I do not have a summary of the initial version.

Regards

[REDACTED]

From: #SOU Airspacechange  
Sent: Thursday, July 4, 2019 5:29 PM  
To: [REDACTED]  
Subject: RE: Follow up Workshop 19 July 2019

Dear [REDACTED],

Thank you for your email.

We look forward to meeting you again on 19<sup>th</sup> July.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 04 July 2019 09:09  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Follow up Workshop 19 July 2019

Thank you for your invitation, I am pleased to accept on behalf of Western Air (Thrupton) Ltd.

Regards

[REDACTED]

[REDACTED]

Airport OPS Services  
ATM, Airport Operations & UAS Consultants  
for and on behalf of the Aerodrome Licence Holder

TEL: [REDACTED]

MOB: [REDACTED]

**Email Ref 125**

From: [REDACTED]

255 Sent: 24 June 2019 21:08

To: [REDACTED]

Subject: Airspace Change at Southampton Airport

Dear [REDACTED],

*Western Air (Thruxton) Ltd consists to two entities one an Approved (Flight) Training Organisation (ATO), and secondly a Licensed Aerodrome. Both of these are stakeholders.*

*Following your confirmation of the Southampton Airspace Workshop this coming Thursday, I convened a meeting today (Monday) of both entities.*

*While we have much in common, and work very closely together, we have a number of different aspirations in respect of controlled airspace, and its impact on the conduct of both current business and future development plans.*

*During our meeting it was concluded that there should be separate representation during the ACP discussions. Consequently your concurrence is sought to facilitate attendance at the Workshop, on Thursday and future meetings, by our Flight Training representative and our Licensed Aerodrome representative.*

*Kind regards*

[REDACTED]

*CFI Flight Training Organisation*

*Western Air (Thruxton) Ltd*

256 **Email Ref 126**

From: [REDACTED]  
Sent: 18 June 2019 13:52  
To: #SOU Airspacechange  
Subject: Airspace Change at Southampton Airport

Dear sirs,

Thank you for the invitation to send one representative to the Airspace Development Workshop on Thursday 27th June.

Our representative will be our [REDACTED]

His contact details are :-

[REDACTED]  
[REDACTED]  
[REDACTED]

Mobile [REDACTED]

e-mail [REDACTED]

Best regards

[REDACTED]

257 **Email Ref 127**

From: [REDACTED]

Sent: 27 June 2019 18:42

To: #SOU Airspacechange <airspace.change@southamptonairport.com>

Subject: Meeting on Monday at Holiday Inn

I write to confirm the telephone conversation that I had with [REDACTED] that I will attending the meeting on 1 July as the representative from Wickham Society.

Best wishes

[REDACTED]

Sent from Mail for Windows 10

258 **Email Ref 128**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 02 July 2019 09:58  
To: [REDACTED]  
Cc: #SOU Airspacechange  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

I note that your organisation does not wish to be involved in the discussions regarding Southampton Airport's airspace change proposal. I will ensure that you are not invited to further engagement events on this subject.

Should you wish to participate at a later stage, please do not hesitate to get in touch via this email address.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 28 June 2019 17:33  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Re: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

dear [REDACTED]

I'm replying to your mail and also to your letter addressed to WinACC's [REDACTED], dated June 11 which finally arrived in our office on June 21.

I've spoken to our [REDACTED] and we regret that we can't take up your offer of participation in your airspace deliberations. We are concerned about the expansion of Southampton Airport and/or the number of flights but understand that the consultation process for those issues is separate - and indeed we have already made a submission.

many thanks

[REDACTED]  
[REDACTED] -Winchester Action on Climate Change

On Tue, 25 Jun 2019 at 12:20, #SOU Airspacechange  
<airspace.change@southamptonairport.com> wrote:  
Dear [REDACTED],

Further to our telephone call, please see below for a copy of the original invitation.

Kind regards,



Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1<sup>st</sup> July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain

any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee as soon as possible to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[REDACTED]

[REDACTED] Southampton Airport



261 **Email Ref 129**

From: [REDACTED]  
Sent: 11 July 2019 16:19  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]  
Subject: SIA airspace change proposal - Design Principle statements meeting

Please could you book [REDACTED] and I on the Friday 19<sup>th</sup> July session?

Many thanks

[REDACTED]

[REDACTED]  
[REDACTED]

Environmental Health & Licensing  
Winchester City Council  
Colebrook Street  
Winchester  
SO23 9LJ

Tel: [REDACTED]

[www.winchester.gov.uk](http://www.winchester.gov.uk)  
[www.visitwinchester.co.uk](http://www.visitwinchester.co.uk)

262 **Email Ref 130**

From: [REDACTED]  
Sent: 19 June 2019 16:57  
To: #SOU Airspacechange  
Subject: Design principles for Southampton's airspace change proposal

Dear [REDACTED]

Thank you for this invitation which has only just been forwarded to our team from our Strategic Planning Department. I and the [REDACTED] Environmental Health Service, [REDACTED], would like to attend the workshop on Monday 1<sup>st</sup> July at Holiday Inn in Eastleigh.

Kind regards

[REDACTED]

[REDACTED]  
[REDACTED]

Environmental Health & Licensing  
Winchester City Council  
Colebrook Street  
Winchester  
SO23 9LJ

Tel: [REDACTED]

[www.winchester.gov.uk](http://www.winchester.gov.uk)  
[www.visitwinchester.co.uk](http://www.visitwinchester.co.uk)

263 **Email Ref 131**

From: [REDACTED]  
Sent: 12 June 2019 11:58  
To: #SOU Airspacechange  
Subject: Airspace Workshop

Good morning,

This is to confirm that I ([REDACTED]) will be attending the workshop on 27th June, on behalf of XJC Limited.

[REDACTED]  
[REDACTED]

t: [REDACTED]

ddi: [REDACTED]

m: [REDACTED]

w: xclusivejets.com

Flights performed by XJC Limited are under EASA-OPS AOC GB2220 and operating licence OL/B/478. XJC Limited is a company registered in the United Kingdom. Registered number 04537615. VAT number GB798298740.

264 **Email Ref 132**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 16 July 2019 09:23  
To: [REDACTED]  
Subject: RE: Response to Southampton Airport Design Principles questionnaire.

Dear [REDACTED],

Thank you for your email.

Please accept this note as an acknowledgement that your feedback has been received.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 15 July 2019 20:30  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Response to Southampton Airport Design Principles questionnaire.

Please find attached a response to your questionnaire following the Eastleigh Design Principles workshop.

This is submitted on behalf of the Bath Wilts and North Dorset Gliding Club and the British Gliding Association. (BGA)

Please acknowledge receipt.

Yours sincerely

[REDACTED]  
For Bath Wilts and North Dorset Gliding Club  
[REDACTED]

265 **Email Ref 133**

From: [REDACTED]  
Sent: 15 July 2019 20:30  
To: #SOU Airspacechange  
Subject: Response to Southampton Airport Design Principles questionnaire.  
Attachments: SOU Stage 1B Initial Stakeholder Workshop Feedback Form BWNDGC.docx

Please find attached a response to your questionnaire following the Eastleigh Design Principles workshop.

This is submitted on behalf of the Bath Wilts and North Dorset Gliding Club and the British Gliding Association. (BGA)

Please acknowledge receipt.

Yours sincerely

[REDACTED]

[REDACTED]

For Bath Wilts and North Dorset Gliding Club

[REDACTED]

From: [REDACTED]  
Sent: 16 July 2019 22:49  
To: #SOU Airspacechange  
Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal  
Attachments: SOU Stage 1B Initial Workshop Presentation.pptx; SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx; 1 July 2019 SOU ACP LGov and Business Summary FINAL.pdf

Dear [REDACTED], many thanks for your note and apologies for that late reply. I have submitted the feedback form with some brief comments in section 4, noise disturbance being the overriding issue here.

I would like to attend the event but I am mindful that I have missed the reply date. I doubt that I could contribute in a meaningful way to the technical part of the discussion but as above, noise is an issue locally and it would be very significant if any changes increased that disturbance and I am interested in that that topic.

I wonder if it is still possible to attend at the last minute as I can't commit to timing for various reasons until the day (possibly Friday, I would bring my own name badge...)?

Many Thanks

[REDACTED]

Compton and Shawford Parish Council

On 12 Jul 2019, at 12:25, #SOU Airspacechange  
<airspace.change@southamptonairport.com> wrote:

Dear [REDACTED],

Further to my contact with your colleague, [REDACTED], I have been advised that you are the most appropriate person at Compton and Shawford Parish Council to engage with regarding Southampton Airport's airspace change proposal.

We are keen to ensure that your authority is given the opportunities to engage with this process, ideally through the attendance of someone from your organisation at one of our upcoming 'follow-up workshops' on our design principles. Should this not be possible, however, I will ensure that you receive the materials presented at these subsequent events, and will invite you to leave feedback. For full information on this invitation, please see the email below.

In the meantime, I have also attached copies of the Initial Workshop Presentation and Feedback Form. I would encourage you to read through the former and to send the latter back to me before the 17th July, so that the views of the parish council are given due consideration.

If you can attend the event, I would advise that you look through the attached report of the ideas and issues raised at the initial stakeholder workshop, that was held with local government and business stakeholders on 1st July.

Kind regards,

For and on behalf of Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,







269 **Email Ref 135**

From: [REDACTED]  
Sent: 16 July 2019 22:38  
To: #SOU Airspacechange  
Subject: Feedback  
Attachments: SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

Attached is a feedback form with a couple of brief comments (section 4) from Compton and Shawford Parish Council.

270 **Email Ref 136**

From: [REDACTED]  
Sent: 12 July 2019 17:43  
To: #SOU Airspacechange  
Subject:Fwd: RE: Southampton Airport  
Attachments: Southampton Airport v1.pdf

Dear Whoever

My initial views from the recent community meeting at the Holiday Inn.

Yours sincerely

[REDACTED]  
CPRE Hampshire

271 **Email Ref 137**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 09 July 2019 09:52  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: SOU Stage 1B initial Stakeholder Workshop Feedback Form

Dear [REDACTED],

Thank you for your email.

Please accept this note as an acknowledgement that we have received the feedback from [REDACTED]  
[REDACTED], on behalf of CPRE Hampshire.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 08 July 2019 21:31  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: SOU Stage 1B initial Stakeholder Workshop Feedback Form

The attached feedback form is submitted on behalf of [REDACTED].

272 **Email Ref 138**

From: [REDACTED]  
Sent: 08 July 2019 21:31  
To: #SOU Airspacechange  
Subject: SOU Stage 1B initial Stakeholder Workshop Feedback Form  
Attachments: SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

The attached feedback form is submitted on behalf of [REDACTED].

273 **Email Ref 139**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 15 July 2019 09:37  
To: [REDACTED]  
Subject: RE: RE: Southampton Airport

Dear [REDACTED],

Thank you for your email.

Please accept this note as an acknowledgment that your feedback has been received.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 12 July 2019 17:43  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Fwd: RE: Southampton Airport

Dear Whoever

My initial views from the recent community meeting at the Holiday Inn.  
Yours sincerely

[REDACTED]  
CPRE Hampshire

274 **Email Ref 140**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 16 July 2019 16:46

To: [REDACTED]

Subject: RE: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

Please accept this note as an acknowledgement that your feedback has been received.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]

Sent: 16 July 2019 15:38

To: #SOU Airspacechange <airspace.change@southamptonairport.com>

Subject: FW: Engagement with your organisation regarding the development of design principles for

Southampton Airport's airspace change proposal

Please find attached additional input from Gatwick Airport

[REDACTED]

[REDACTED]

7th Floor, Destinations Place

Mobile: [REDACTED]

Email: [REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]

Sent: 03 July 2019 16:53

To: [REDACTED]

Subject: [EXTERNAL SENDER] Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 27th June, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This

correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

276

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport



277 **Email Ref 141**

From: [REDACTED]  
Sent: 16 July 2019 15:38  
To: #SOU Airspacechange  
Subject: FW: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal  
Attachments: SOU Stage 1B Initial Stakeholder Workshop Feedback Form - Gatwick - 20190715.pdf

Please find attached additional input from Gatwick Airport

[REDACTED]  
[REDACTED]  
7th Floor, Destinations Place  
Mobile: [REDACTED]  
Email: [REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 03 July 2019 16:53  
To: [REDACTED]  
Subject: [EXTERNAL SENDER] Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 27th June, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]  
[REDACTED] Southampton Airport

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

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#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority.

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At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

279 **Email Ref 142**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 08 July 2019 11:47  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Lasham Gliding Society's Feedback on SOU ACP Design Principles

Dear [REDACTED],

Please accept this email as an acknowledgement that your feedback has been received.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 06 July 2019 18:14  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]  
Subject: Lasham Gliding Society's Feedback on SOU ACP Design Principles

Dear [REDACTED],

Further to [REDACTED] email below, please find attached the requested Feedback on Design Principles from Lasham Gliding Society (LGS).

At the meeting on 27 June the need for an 'overall' theme was identified, since a number of points apply to several of the specific themes. For example:

- \* The need to clarify the regulatory requirement for the ACP
- \* The principle that the design should be optimised from all perspectives including GA/gliding and that how this is done should be properly explained
- \* The principle that all analysis, such as that related to safety for all airspace users, must be evidence-based and the data, methodologies and results must be published.

On a separate point, During the first SOU ACP stakeholder mtg about Design Principles on 27 June 2019, it became apparent that a number of attendees were unaware that the CAA had published a Statement of Need and minutes of the CAA Assessment meeting for the SOU ACP on the CAA airspace change portal. A SOU representative stated these had been published, which mystified attendees who had viewed the website but not found the docs.

The reason was discovered by chance after the meeting: When viewing the SOU ACP on the CAA portal, it opens with the timeline starting at Stage 1b. Stage 1a is not visible despite there being ample room on the page. It is not stated, neither is it clear on the webpage, that to view Stage 1a it is necessary to left-click on the timeline and, while holding the left mouse button down, manually scroll the whole timeline from left to right. Only when the timeline 'bubble' for Stage 1a is visible and then clicked do the documents appear at the bottom of the screen. This is far from intuitive and, at the very least, clear instructions on the need to scroll the timeline to select completed stages should be shown on each ACP webpage.

Secondly, the website feature whereby notification of updates are automatically sent to a registered email address does not seem to work.

Regards,

[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 02 July 2019 12:49  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for the recent attendance of your colleagues at this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

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– Or –

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Time: 10.00am to 1.00pm  
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281

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

282 **Email Ref 143**

From: [REDACTED]  
Sent: 06 July 2019 18:14  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: Lasham Gliding Society's Feedback on SOU ACP Design Principles  
Attachments: Lasham Gliding Society feedback on SOU Stage 1B Workshop held on 27Jun19.pdf

Dear [REDACTED],

Further to [REDACTED] email below, please find attached the requested Feedback on Design Principles from Lasham Gliding Society (LGS).

At the meeting on 27 June the need for an 'overall' theme was identified, since a number of points apply to several of the specific themes. For example:

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Secondly, the website feature whereby notification of updates are automatically sent to a registered email address does not seem to work.

Regards,

[REDACTED]

LGS

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 02 July 2019 12:49  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

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Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

284 **Email Ref 144**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 02 July 2019 15:00  
To: [REDACTED]  
Subject: RE: Question following the stakeholder meeting of 27 June 2019

Dear [REDACTED],

Thank you for your email.

I will forward your questions to my colleagues and seek a reply in short order.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 02 July 2019 10:49  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Question following the stakeholder meeting of 27 June 2019

Thank you for including representatives of Lasham Gliding Society (LGS) in the ACP Design Principles meeting on 27th June. We expect to provide further inputs shortly, but in the meantime have a specific question, as follows:

We note that you currently have one STAR and no SIDs. Please could you direct us to the specific sections of the AMS and also Commission Implementing Regulation (EU) 2018/104 EU that obliges you to:

- Add SIDs and STARs beyond what you already have?
- Convert any SIDs and STARs to PBN before 2030.

Thank you and regards,

[REDACTED]  
LGS



285 **Email Ref 145**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 05 July 2019 14:35  
To: [REDACTED]  
Subject: RE: Question following the stakeholder meeting of 27 June 2019

Dear [REDACTED],

Thank you for your email.

This is to note that we have received your further comments highlighted in yellow. I will pass your email to Southampton Airport's technical consultants and will return to you in short order.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 05 July 2019 14:01  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Question following the stakeholder meeting of 27 June 2019

Dear [REDACTED],

Thank you for your helpful reply and for clarifying that you have 6 STARS and no SIDs.

I have added highlighted **comments** in the text of your reply below, which I also hope is helpful. It shows the requirements *actually imposed* on SOU are limited and do not require multiple new procedures to be added urgently.

Look forward to your reply and thanks again for your help.

Thank you and regards,  
[REDACTED]  
Lasham Gliding Society.

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 04 July 2019 09:39  
To: [REDACTED]  
Cc: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Question following the stakeholder meeting of 27 June 2019

Dear [REDACTED],

Thank you for your email of 2<sup>nd</sup> July. Please see below for a reply to your initial questions from Southampton Airport.

Kind regards,  
[REDACTED]  
For and on behalf of Southampton Airport.

Southampton Airport currently has 6 STARs (BUGUP 1S, CPT 1S, UMBER 2S, COWLY 1S, ELDAX 1S and THRED 1S) which are designed to an RNAV5 specification.

The airport does not have SIDs but does have published Noise Abatement Procedures for departures, based on conventional navigation. UK AIP EGHI AD 2.21 Para (f) refers.

The UK Airspace Modernisation Strategy ((AMS) CAP1711) explains that airports will be upgrading their arrival and departure routes to a PBN specification and this is driven by the SESAR Pilot Common Project ((EU) No 716/2014) and (EU) 2018/1048. **SOU is not covered by the PCP Regulation 716/2014. It is covered by 2018/1048.**

AMS Initiative 4 (page 10) refers to "Fundamental redesign of the terminal route network using precise and flexible satellite navigation". The Pilot Common Project does not directly apply to Southampton Airport however, EU 2018/1048 (known as the 'PBN IR') applies to all EASA aerodromes with Instrument Runways. **Correct**

The PBN IR therefore requires Southampton Airport to:

- upgrade at least one of their SIDs and STARs to/from each runway end from 25th January 2024 to at least an RNAV1 specification **This is not correct; the term "at least" does not apply. Art 7 2 (c) states: "for all instrument runway ends, point AUR.PBN.2005(4) of the Annex shall apply from 25 January 2024 with respect to one SID or STAR route established and from 6 June 2030 with respect to all SID or STAR routes established;... [emphasis added].**
  - upgrade all SIDs and STARs to at least an RNAV 1 specification by 6th June 2030, **Note that this date is 2030.**
  - to implement GNSS approaches (LNAV, LNAV/VNAV and LPV) to Runway 20 by 25th January 2024 (deferred from 3rd Dec 2020 because Southampton has ILS approaches to Runway 20 and already has LNAV, LNAV/VNAV and LPV to Runway 02) **AUR.PBN.2005 Routes and procedures (1) states that "Providers of ATM/ANS shall implement, at all instrument runway ends, approach procedures in accordance with the requirements of the RNP approach (RNP APCH) specification, including LNAV, LNAV/VNAV and LPV minima and, where required due to traffic density or traffic complexity, radius to fix (RF) legs."**
  - Remove all conventional navigation by 6th June 2030 (see Article 5) except ILS and that required for contingency purposes (see Article 6) **Correct**

The PBN IR defines a SID as '...a designated instrument flight rule departure route linking the aerodrome with a specified significant point, normally on a designated ATS route, at which the en-route phase of a flight commences' (article 2) which therefore includes Southampton Airport's published Noise Abatement Procedures for departures.

The PBN IR does not require us to add any more routes than Southampton Airport currently has. **Correct and this is important.** However, Air Navigation Guidance 2017 Para 3.19, requires Southampton Airport to consider "...the pros and cons of concentrating traffic on single routes which normally reduce the number of people overflown, versus the use of multiple routes which can potentially provide relief or respite from noise but increase the number of people overflown overall." **Para 3.19 states: "As stated in section 1.3 above, decisions on how aircraft noise is best shared should be informed by local circumstances and consideration of the different options that are deemed to be practicable. This consideration should include the pros and cons of concentrating traffic on single routes which normally reduce the number of people overflown, versus the use of multiple routes which can potentially provide relief or respite from noise but increase the number of people overflown overall [emphasis added]."** This point is just a consideration in the context of noise sharing taking account of local circumstances and how to best share noise.

In addition, the planned removal of the SAM VOR (2022/23) combined with the PBN-IR requirement to remove reliance on conventional navigation by 6th June 2030 and the

requirement for a GNSS approach to Runway 20 by 24th January 2024 all requires Southampton's routes to be upgraded to a PBN specification. As pointed out above, none of this obliges more than one SID or STAR to be converted from 25 January 2024.

From [REDACTED]  
Sent: 02 July 2019 10:49  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Question following the stakeholder meeting of 27 June 2019

Thank you for including representatives of Lasham Gliding Society (LGS) in the ACP Design Principles meeting on 27<sup>th</sup> June. We expect to provide further inputs shortly, but in the meantime have a specific question, as follows:

We note that you currently have one STAR and no SIDs. Please could you direct us to the specific sections of the AMS and also Commission Implementing Regulation (EU) 2018/104 EU that obliges you to:

- Add SIDs and STARS beyond what you already have?
- Convert any SIDs and STARS to PBN before 2030.

Thank you and regards,

[REDACTED]  
LGS

288 **Email Ref 146**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 11 July 2019 13:27  
To: [REDACTED]  
Subject: RE: Question following the stakeholder meeting of 27 June 2019

Dear [REDACTED]

Thank you for your email dated 5<sup>th</sup> July 2019. Please see reply below to your question from Southampton Airport.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

---

*(EU) 2018/1048 is just one of the drivers for airspace modernisation by Southampton airport and not the sole reason for doing so. We have not indicated that Southampton airport is specifically seeking an increase the number of routes but nor can we rule it out at this stage.*

*We are happy to clarify this at the next round of workshops alongside any other questions raised by stakeholders since the first workshops.*

---

From: [REDACTED]  
Sent: 05 July 2019 14:01  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Question following the stakeholder meeting of 27 June 2019

Dear [REDACTED],

Thank you for your helpful reply and for clarifying that you have 6 STARs and no SIDs.

I have added highlighted **comments** in the text of your reply below, which I also hope is helpful. It shows the requirements *actually imposed* on SOU are limited and do not require multiple new procedures to be added urgently.

Look forward to your reply and thanks again for your help.

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[REDACTED]

Lasham Gliding Society.

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 04 July 2019 09:39  
To: [REDACTED]  
Cc: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Question following the stakeholder meeting of 27 June 2019

Dear [REDACTED],

Thank you for your email of 2<sup>nd</sup> July. Please see below for a reply to your initial questions from Southampton Airport.

Kind regards,

██████████

For and on behalf of Southampton Airport.

*Southampton Airport currently has 6 STARs (BUGUP 1S, CPT 1S, UMBER 2S, COWLY 1S, ELDAX 1S and THRED 1S) which are designed to an RNAV5 specification.*

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*The PBN IR therefore requires Southampton Airport to:*

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- *Remove all conventional navigation by 6th June 2030 (see Article 5) except ILS and that required for contingency purposes (see Article 6) Correct*

*The PBN IR defines a SID as '...a designated instrument flight rule departure route linking the aerodrome with a specified significant point, normally on a designated ATS route, at which the en-route phase of a flight commences' (article 2) which therefore includes Southampton Airport's published Noise Abatement Procedures for departures.*

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of concentrating traffic on single routes which normally reduce the number of people overflown, versus the use of multiple routes which can potentially provide relief or respite from noise but increase the number of people overflown overall [emphasis added].” This point is just a consideration in the context of noise sharing taking account of local circumstances and how to best share noise.

*In addition, the planned removal of the SAM VOR (2022/23) combined with the PBN-IR requirement to remove reliance on conventional navigation by 6th June 2030 and the requirement for a GNSS approach to Runway 20 by 24th January 2024 all requires Southampton's routes to be upgraded to a PBN specification. As pointed out above, none of this obliges more than one SID or STAR to be converted from 25 January 2024.*

From: [REDACTED]  
Sent: 02 July 2019 10:49  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Question following the stakeholder meeting of 27 June 2019

Thank you for including representatives of Lasham Gliding Society (LGS) in the ACP Design Principles meeting on 27<sup>th</sup> June. We expect to provide further inputs shortly, but in the meantime have a specific question, as follows:

We note that you currently have one STAR and no SIDs. Please could you direct us to the specific sections of the AMS and also Commission Implementing Regulation (EU) 2018/104 EU that obliges you to:

- Add SIDs and STARs beyond what you already have?
- Convert any SIDs and STARs to PBN before 2030.

Thank you and regards,

[REDACTED]  
LGS

291 **Email Ref 147**

From: [REDACTED]  
Sent: 05 July 2019 14:01  
To: #SOU Airspacechange  
Subject: RE: Question following the stakeholder meeting of 27 June 2019  
Dear [REDACTED],

Thank you for your helpful reply and for clarifying that you have 6 STARs and no SIDs.

I have added highlighted **comments** in the text of your reply below, which I also hope is helpful. It shows the requirements *actually imposed* on SOU are limited and do not require multiple new procedures to be added urgently.

Look forward to your reply and thanks again for your help.

Thank you and regards,

[REDACTED]

Lasham Gliding Society.

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 04 July 2019 09:39  
To: [REDACTED]  
Cc: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Question following the stakeholder meeting of 27 June 2019

Dear [REDACTED],

Thank you for your email of 2<sup>nd</sup> July. Please see below for a reply to your initial questions from Southampton Airport.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

*Southampton Airport currently has 6 STARs (BUGUP 1S, CPT 1S, UMBER 2S, COWLY 1S, ELDAX 1S and THRED 1S) which are designed to an RNAV5 specification.*

*The airport does not have SIDs but does have published Noise Abatement Procedures for departures, based on conventional navigation. UK AIP EGHI AD 2.21 Para (f) refers.*

*The UK Airspace Modernisation Strategy ((AMS) CAP1711) explains that airports will be upgrading their arrival and departure routes to a PBN specification and this is driven by the SESAR Pilot Common Project ((EU) No 716/2014) and (EU) 2018/1048. **SOU is not covered by the PCP Regulation 716/2014. It is covered by 2018/1048.***

*AMS Initiative 4 (page 10) refers to "Fundamental redesign of the terminal route network using precise and flexible satellite navigation". The Pilot Common Project does not directly apply to Southampton Airport however, EU 2018/1048 (known as the 'PBN IR') applies to all EASA aerodromes with Instrument Runways. **Correct***

*The PBN IR therefore requires Southampton Airport to:*

- upgrade at least one of their SIDs and STARs to/from each runway end from 25th January 2024 to at least an RNAV1 specification This is not correct; the term “at least” does not apply. Art 7 2 (c) states: “for all instrument runway ends, point AUR.PBN.2005(4) of the Annex shall apply from 25 January 2024 with respect to one SID or STAR route established and from 6 June 2030 with respect to all SID or STAR routes established;... [emphasis added].
- upgrade all SIDs and STARs to at least an RNAV 1 specification by 6th June 2030, Note that this date is 2030.
  - to implement GNSS approaches (LNAV, LNAV/VNAV and LPV) to Runway 20 by 25th January 2024 (deferred from 3rd Dec 2020 because Southampton has ILS approaches to Runway 20 and already has LNAV, LNAV/VNAV and LPV to Runway 02) AUR.PBN.2005 Routes and procedures (1) states that “Providers of ATM/ANS shall implement, at all instrument runway ends, approach procedures in accordance with the requirements of the RNP approach (RNP APCH) specification, including LNAV, LNAV/VNAV and LPV minima and, where required due to traffic density or traffic complexity, radius to fix (RF) legs.”
  - Remove all conventional navigation by 6th June 2030 (see Article 5) except ILS and that required for contingency purposes (see Article 6) Correct

The PBN IR defines a SID as ‘...a designated instrument flight rule departure route linking the aerodrome with a specified significant point, normally on a designated ATS route, at which the en-route phase of a flight commences’ (article 2) which therefore includes Southampton Airport’s published Noise Abatement Procedures for departures.

The PBN IR does not require us to add any more routes than Southampton Airport currently has. Correct and this is important. However, Air Navigation Guidance 2017 Para 3.19, requires Southampton Airport to consider “...the pros and cons of concentrating traffic on single routes which normally reduce the number of people overflown, versus the use of multiple routes which can potentially provide relief or respite from noise but increase the number of people overflown overall.” Para 3.19 states: “As stated in section 1.3 above, decisions on how aircraft noise is best shared should be informed by local circumstances and consideration of the different options that are deemed to be practicable. This consideration should include the pros and cons of concentrating traffic on single routes which normally reduce the number of people overflown, versus the use of multiple routes which can potentially provide relief or respite from noise but increase the number of people overflown overall [emphasis added].” This point is just a consideration in the context of noise sharing taking account of local circumstances and how to best share noise.

In addition, the planned removal of the SAM VOR (2022/23) combined with the PBN-IR requirement to remove reliance on conventional navigation by 6th June 2030 and the requirement for a GNSS approach to Runway 20 by 24th January 2024 all requires Southampton’s routes to be upgraded to a PBN specification. As pointed out above, none of this obliges more than one SID or STAR to be converted from 25 January 2024.

From: [REDACTED]  
 Sent: 02 July 2019 10:49  
 To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
 Subject: Question following the stakeholder meeting of 27 June 2019

Thank you for including representatives of Lasham Gliding Society (LGS) in the ACP Design Principles meeting on 27<sup>th</sup> June. We expect to provide further inputs shortly, but in the meantime have a specific question, as follows:

We note that you currently have one STAR and no SIDs. Please could you direct us to the specific sections of the AMS and also Commission Implementing Regulation (EU) 2018/104 EU that obliges you to:

- Add SIDs and STARs beyond what you already have?
- Convert any SIDs and STARs to PBN before 2030.



Thank you and regards,

[REDACTED]

LGS

294 **Email Ref 148**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 04 July 2019 09:39  
To: [REDACTED]  
Cc: #SOU Airspacechange  
Subject: RE: Question following the stakeholder meeting of 27 June 2019

Dear [REDACTED],

Thank you for your email of 2nd July. Please see below for a reply to your initial questions from Southampton Airport.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

---

Southampton Airport currently has 6 STARs (BUGUP 1S, CPT 1S, UMBER 2S, COWLY 1S, ELDAX 1S and THRED 1S) which are designed to an RNAV5 specification.

The airport does not have SIDs but does have published Noise Abatement Procedures for departures, based on conventional navigation. UK AIP EGHF AD 2.21 Para (f) refers.

The UK Airspace Modernisation Strategy ((AMS) CAP1711) explains that airports will be upgrading their arrival and departure routes to a PBN specification and this is driven by the SESAR Pilot Common Project ((EU) No 716/2014) and (EU) 2018/1048.

AMS Initiative 4 (page 10) refers to "Fundamental redesign of the terminal route network using precise and flexible satellite navigation". The Pilot Common Project does not directly apply to Southampton Airport however, EU 2018/1048 (known as the 'PBN IR') applies to all EASA aerodromes with Instrument Runways.

The PBN IR therefore requires Southampton Airport to:

- upgrade at least one of their SIDs and STARs to/from each runway end from 25th January 2024 to at least an RNAV1 specification
- upgrade all SIDs and STARs to at least an RNAV 1 specification by 6th June 2030,
- to implement GNSS approaches (LNAV, LNAV/VNAV and LPV) to Runway 20 by 25th January 2024 (deferred from 3rd Dec 2020 because Southampton has ILS approaches to Runway 20 and already has LNAV, LNAV/VNAV and LPV to Runway 02)
- Remove all conventional navigation by 6th June 2030 (see Article 5) except ILS and that required for contingency purposes (see Article 6)

The PBN IR defines a SID as '...a designated instrument flight rule departure route linking the aerodrome with a specified significant point, normally on a designated ATS route, at which the en-route phase of a flight commences' (article 2) which therefore includes Southampton Airport's published Noise Abatement Procedures for departures.

The PBN IR does not require us to add any more routes than Southampton Airport currently has. However, Air Navigation Guidance 2017 Para 3.19, requires Southampton Airport to consider "...the pros and cons of concentrating traffic on single routes which normally reduce the number of people

295 overflown, versus the use of multiple routes which can potentially provide relief or respite from noise but increase the number of people overflown overall."

In addition, the planned removal of the SAM VOR (2022/23) combined with the PBN-IR requirement to remove reliance on conventional navigation by 6th June 2030 and the requirement for a GNSS approach to Runway 20 by 24th January 2024 all requires Southampton's routes to be upgraded to a PBN specification.

From: [REDACTED]  
Sent: 02 July 2019 10:49  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Question following the stakeholder meeting of 27 June 2019

Thank you for including representatives of Lasham Gliding Society (LGS) in the ACP Design Principles meeting on 27th June. We expect to provide further inputs shortly, but in the meantime have a specific question, as follows:

We note that you currently have one STAR and no SIDs. Please could you direct us to the specific sections of the AMS and also Commission Implementing Regulation (EU) 2018/104 EU that obliges you to:

- Add SIDs and STARs beyond what you already have?
- Convert any SIDs and STARs to PBN before 2030.

Thank you and regards,

[REDACTED]

LGS

296 **Email Ref 149**

From: [REDACTED]  
Sent: 02 July 2019 10:49  
To: #SOU Airspacechange  
Subject: Question following the stakeholder meeting of 27 June 2019

Thank you for including representatives of Lasham Gliding Society (LGS) in the ACP Design Principles meeting on 27th June. We expect to provide further inputs shortly, but in the meantime have a specific question, as follows:

We note that you currently have one STAR and no SIDs. Please could you direct us to the specific sections of the AMS and also Commission Implementing Regulation (EU) 2018/104 EU that obliges you to:

- Add SIDs and STARs beyond what you already have?
- Convert any SIDs and STARs to PBN before 2030.

Thank you and regards,

[REDACTED]

LGS

From: [REDACTED]  
[REDACTED]

Sent: 17 July 2019 15:39

To: #SOU Airspacechange

Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Attachments: 20190717-SOU Stage 1B Initial Stakeholder Feedback - MOD.docx

Good afternoon,

PSA feedback as requested on behalf of the MOD. The MOD values the opportunity for continued engagement with Southampton on this ACP. Please do not hesitate to contact the undersigned if you require any further information at this stage.

Many thanks,

Regards

[REDACTED]

[REDACTED] | [REDACTED] | SO2 Airspace Plans | Defence Airspace and Air Traffic Management | CAA

Aviation House | Gatwick, RH6 0YR | Civilian Telephone: [REDACTED] | MOD Net: [REDACTED]

[REDACTED] | E-Mail: [REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 02 July 2019 13:54

To: [REDACTED]  
[REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate your colleague may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards.

Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

From: [REDACTED]  
Sent: 10 July 2019 13:59  
To: #SOU Airspacechange  
Cc: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for your voicemail left for my colleague [REDACTED] who recently attended the stakeholder workshop regarding the airspace change proposal. I understand that there is a further workshop plan for later this month (Fri 19th July or Tues 23rd July). Unfortunately Natural England cannot attend, but as requested at the workshop we would like to provide you with some further comments before the 17th July deadline.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

We provide advice on protected nature conservation sites, species and landscapes, included national and internationally protected sites (Sites of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), Special Protection Areas (SPA), Ramsar sites and Marine Conservation Zones (MCZs). We advise that there are a number of environmental issues which should be considered within the scope and design principles for Southampton Airport's airspace change proposal which will also need to be considered in any assessment undertaken by including:

Potential impacts to statutory protected nature conservation sites (SPA, SAC, Ramsar, SSSI and MCZs) and protected species and possible mitigation requirements under the relevant legislation including The Conservation of Habitats and Species Regulations 2017, The Wildlife and Countryside Act 1981(as amended) and Marine and Coastal Access Act 2009. The following potential impacts should be included in any consideration and assessment:

- \* Air and water quality impacts to protected sites and the wider environment, including nitrogen deposition.
- \* Consideration and assessment of disturbance and noise impacts on SPA/SSSI birds (e.g. will proposed changes and new routes affect roost sites, bird flight-lines or result increase bird strike risk. Is any mitigation/compensation required for impacts to protected site bird interests). You may wish to access the Solent Wader & Brent Goose network mapping to inform the design of new flight routes.
- \* Wider Environmental Sustainability, including how this proposal fits with government policy for climate change and carbon emissions. Consideration of offsetting measures for increases in greenhouse gas emissions.

For more detail on protected sites that may be impacted by the airspace change proposal, please access the Defra MAGIC website that provides authoritative geographic information about the natural environment.

I hope you find these comments useful and are taken into consideration in the development of the proposal.

Kind regards

300 Nikki

[REDACTED]  
[REDACTED] – Dorset, Hampshire and Isle of Wight Team

Natural England  
4th Floor, Eastleigh House  
Upper Market Street  
Eastleigh  
SO50 9YN

Landline [REDACTED]  
Mobile: [REDACTED]



301 **Email Ref 152**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 18 July 2019 09:10  
To: [REDACTED]  
Subject: RE: reponse from New Forest District Council

Dear [REDACTED],

Thank you for your email.

Please accept this note as a confirmation that your feedback has been received.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 17 July 2019 18:51  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: reponse from New Forest District Council

In response to the workshop:

In terms of additional feedback, one of the particular features of Southampton Airport and its surrounding environs and its close proximity to the two National Parks - the South Downs and the New Forest and the Southampton Water shoreline which has protected habitat. I am aware that the National Park Authority has commented that 'the two statutory purposes of National Parks were originally established in the National Parks & Access to the Countryside Act 1949 as:

- \* to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park; and
- \* promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.'

It should be noted that these statutory National Park purposes are relevant for a wide range of relevant authorities, and not just the respective National Park Authorities. The Government has produced further guidance on this 'duty of regard'. This duty of regard, "...recognises that a wide range of bodies have a direct influence over the future of these protected landscapes...It also acknowledges that the fulfilment of protected area purposes rests not only with those bodies directly responsible for their management but also relies on effective collaborative working."

The tranquil nature and the special habitat status of the New Forest District Council and adjoining National Park make the area sensitive to activities that increase noise and potentially impact on air and water quality. Very careful consideration needs to be given to these important environmental matters as the airport forms its thinking around changes that may take place.

I hope this response is helpful and I would be happy to discuss matters with you further if that would be helpful.

[REDACTED]

[REDACTED]  
[REDACTED]

302 New Forest District Council

Tel: [REDACTED]

[REDACTED]  
newforest.gov.uk

New Forest InTouch app

Sign up to enews

303 **Email Ref 153**

From: [REDACTED]  
Sent: 17 July 2019 18:51  
To: #SOU Airspacechange  
Subject: repsonse from New Forest District Council

In response to the workshop:

In terms of additional feedback, one of the particular features of Southampton Airport and its surrounding environs and its close proximity to the two National Parks - the South Downs and the New Forest and the Southampton Water shoreline which has protected habitat. I am aware that the National Park Authority has commented that 'the two statutory purposes of National Parks were originally established in the National Parks & Access to the Countryside Act 1949 as:

- \* to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park; and
- \* promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.'

It should be noted that these statutory National Park purposes are relevant for a wide range of relevant authorities, and not just the respective National Park Authorities. The Government has produced further guidance on this 'duty of regard'. This duty of regard, "...recognises that a wide range of bodies have a direct influence over the future of these protected landscapes...It also acknowledges that the fulfilment of protected area purposes rests not only with those bodies directly responsible for their management but also relies on effective collaborative working."

The tranquil nature and the special habitat status of the New Forest District Council and adjoining National Park make the area sensitive to activities that increase noise and potentially impact on air and water quality. Very careful consideration needs to be given to these important environmental matters as the airport forms its thinking around changes that may take place.

I hope this response is helpful and I would be happy to discuss matters with you further if that would be helpful.

[REDACTED]

[REDACTED]

[REDACTED]

New Forest District Council

Tel: [REDACTED]

[REDACTED]

[newforest.gov.uk](http://newforest.gov.uk)

New Forest InTouch app

Sign up to enews

304 **Email Ref 154**

From: #SOU Airspacechange  
Sent: 29 July 2019 17:17  
To: [REDACTED]  
Cc: [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]  
Subject: RE: Southampton Airport: Airspace Design Principles Development Follow-up Workshop

Dear [REDACTED],

Thank you for your feedback. Please accept this note as confirmation that it has been received.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 29 July 2019 17:08  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]; [REDACTED];  
[REDACTED]; [REDACTED];  
[REDACTED]  
Subject: RE: Southampton Airport: Airspace Design Principles Development Follow-up Workshop

Please find attached the feedback form from New Forest District Council. We hope the two points made will be taken into account in your future work and thank you for the opportunity to be involved in drafting the Design Principles for Southampton Airport's Airspace. We look forward to future involvement with this matter.

Kind regards,

[REDACTED]  
[REDACTED]  
New Forest District Council  
Tel: [REDACTED]  
Email [REDACTED]  
newforest.gov.uk

Download our app  
New Forest In Touch

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 25 July 2019 14:36  
Subject: Southampton Airport: Airspace Design Principles Development Follow-up Workshop

Dear Sir/Madam,

I write further to your attendance at our recent stakeholder Follow-up Workshop, at which we presented our proposed draft design principles, following feedback from a range of stakeholders on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace.

Firstly, we would like to thank you for taking the time to take part in the initial stages of Southampton Airport's airspace change process and we value the feedback we have received. All feedback raised at the workshop has been logged but should you have any additional comments, please find attached a copy of the presentation shown on the day along with two feedback forms where you can provide your thoughts on the proposed design principles as well as how you have found Southampton Airport's engagement process to date. Please return any feedback by Wednesday 7th August 2019.

We will be submitting our design principles to the Civil Aviation Authority (CAA) on 16 August 2019. You will be able to track the progress of Southampton Airport's Airspace Change Process by visiting the CAA's open space portal. This can be viewed by visiting the following link <https://airspacechange.caa.co.uk/PublicProposalArea?pid=115>

If you have any questions, or require further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

306 **Email Ref 155**

From: [REDACTED]  
Sent: 29 July 2019 17:08  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]  
Subject: RE: Southampton Airport: Airspace Design Principles Development Follow-up Workshop  
Attachments: Southampton Airport ACP Stage 1B Follow-up feedback form NFDC.DOCX

Please find attached the feedback form from New Forest District Council. We hope the two points made will be taken into account in your future work and thank you for the opportunity to be involved in drafting the Design Principles for Southampton Airport's Airspace. We look forward to future involvement with this matter.

Kind regards,

[REDACTED]  
[REDACTED]  
New Forest District Council  
Tel: [REDACTED]  
Email [REDACTED]  
newforest.gov.uk

Download our app  
New Forest In Touch

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 25 July 2019 14:36  
Subject: Southampton Airport: Airspace Design Principles Development Follow-up Workshop

Dear Sir/Madam,

I write further to your attendance at our recent stakeholder Follow-up Workshop, at which we presented our proposed draft design principles, following feedback from a range of stakeholders on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace.

Firstly, we would like to thank you for taking the time to take part in the initial stages of Southampton Airport's airspace change process and we value the feedback we have received. All feedback raised at the workshop has been logged but should you have any additional comments, please find attached a copy of the presentation shown on the day along with two feedback forms where you can provide your thoughts on the proposed design principles as well as how you have found Southampton Airport's engagement process to date. Please return any feedback by Wednesday 7th August 2019.

We will be submitting our design principles to the Civil Aviation Authority (CAA) on 16 August 2019. You will be able to track the progress of Southampton Airport's Airspace Change Process by visiting the

307 CAA's open space portal. This can be viewed by visiting the following link  
<https://airspacechange.caa.co.uk/PublicProposalArea?plD=115>

If you have any questions, or require further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

308 **Email Ref 156**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 19 July 2019 15:28  
To: [REDACTED]  
Subject: RE: New Forest NPA feedback on airspace design principles

Dear [REDACTED],

Thank you for your email.

This is to acknowledge that your feedback below following the follow-up workshops has been received.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 19 July 2019 14:26  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: New Forest NPA feedback on airspace design principles

Following the workshop held today on creating airspace design principles to guide the development of Southampton Airport's airspace change proposal, please find below some additional feedback from the New Forest National Park Authority. This builds on the feedback already submitted by the National Park Authority (attached) dated 5 July 2019.

In summary, the Authority welcomes the recognition in the proposed principles on noise of the need to avoid overflying of National Parks wherever possible. Southampton Airport is possibly in the unique position nationally of having National Parks located within less than 10 miles of each end of the runway.

As set out in our feedback dated 5 July 2019, the CAA has a legal 'duty of regard' to consider the two statutory National Park purposes originally established in the National Parks & Access to the Countryside Act 1949 in making decisions that could affect National Parks. The CAA will be required to demonstrate how they have factored in this 'duty of regard' into their final decision on the Southampton Airport airspace change proposal and therefore the inclusion of a criterion relating to National Parks in the proposed principles is supported.

The Authority recognises that it will not be possible to totally avoid the overflying of the National Park, but the wording of the proposed principle reflects this. Paragraph 3.31 – 3.33 of the UK Air Navigation Guidance 2017 states that, "...where practicable, it is desirable that airspace routes below 7,000 feet should seek to avoid flying over AONB and National Parks and the CAA should require this to be considered by sponsors when developing their proposals." We would highlight this guidance as being particularly relevant for the Southampton Airport airspace change proposals (given the close proximity of the New Forest and South Downs National Parks) and consider that the proposed principles discussed at the workshop earlier today under 'noise' reflect this national guidance.

Regards

[REDACTED]  
[REDACTED]



309

Tel: [REDACTED]

New Forest National Park Authority

Lymington Town Hall

SO41 9ZG

Switchboard: [REDACTED]

Web: [www.newforestnpa.gov.uk](http://www.newforestnpa.gov.uk)

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The New Forest National Park Authority's Purposes

310 **Email Ref 157**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 05 July 2019 10:43  
To: [REDACTED]  
Subject: RE: Feedback from the New Forest National Park Authority

Dear [REDACTED],

Thank you for your email.

This is to acknowledge that we have received the below feedback, and that it will be included as part of our analysis.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 05 July 2019 10:27  
To: #SOU Airspacechange  
Subject: Feedback from the New Forest National Park Authority  
Attachments: New-Forest-National-Park-Tranquil-Area-Mapping-Report-March-2015-FINAL2.pdf

Design principles for Southampton Airport's airspace change proposal

Thank you for inviting the New Forest National Park Authority to the above workshop held earlier this week. It provided a useful overview of the emerging proposals and the range of factors being considered.

In terms of additional feedback, as was highlighted at the workshop held on 1 July one of the particular features of Southampton Airport and its surrounding environs is the close proximity of two National Parks - the South Downs and the New Forest. The two statutory purposes of National Parks were originally established in the National Parks & Access to the Countryside Act 1949 as:

- \* to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park; and
- \* promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

It is important to emphasise that these statutory National Park purposes are relevant for a wide range of relevant authorities, and not just the respective National Park Authorities. The Government has produced further guidance on this 'duty of regard' which can be found here. This duty of regard, "...recognises that a wide range of bodies have a direct influence over the future of these protected landscapes...It also acknowledges that the fulfilment of protected area purposes rests not only with those bodies directly responsible for their management but also relies on effective collaborative working." Relevant authorities are expected to be able to demonstrate that they have fulfilled the duty of regard. Where their decisions may affect National Parks, relevant bodies should be able to clearly show how they have considered the purposes of these areas in their decision making. The Annex to the guidance confirms that the Civil Aviation Authority are a 'relevant authority' bound by this duty of regard.

311 The New Forest National Park was designated in 2005. Linked to the second statutory Park purposes, the Authority has worked with the public and others to identify the 'special qualities' of the National Park. These are summarised here and identify the New Forest as a haven of tranquillity in the midst of the busy, built-up south of England. The relative tranquillity of large parts of the National Park has consistently been cited as one of the New Forest's most valued special qualities. The National Park Authority therefore has undertaken tranquillity mapping highlighting the areas of tranquillity within the Park and this is attached for your information. This does provide some coverage of impacts from Bournemouth and Southampton Airport.

In conclusion, the legal framework for National Park requires a wide range of relevant authorities to have regard to the two Park purposes in making decisions that could affect them. The tranquillity of the New Forest National Park is one of its special qualities and the Authority would urge very careful consideration to be given to airspace change proposals that could further increase the overflying of the National Park at low levels.

I hope this response is helpful and I would be happy to discuss matters with you further if that would be helpful.

Regards

[REDACTED]  
[REDACTED]  
Tel: [REDACTED]

New Forest National Park Authority  
Lymington Town Hall  
SO41 9ZG  
Switchboard: [REDACTED]  
Web: [www.newforestnpa.gov.uk](http://www.newforestnpa.gov.uk)  
Sign up for Enews  
The New Forest National Park Authority's Purposes

312 **Email Ref 158**

From: [REDACTED]  
Sent: 05 July 2019 10:27  
To: #SOU Airspacechange  
Subject: Feedback from the New Forest National Park Authority  
Attachments: New-Forest-National-Park-Tranquil-Area-Mapping-Report-March-2015-FINAL2.pdf

Design principles for Southampton Airport's airspace change proposal

Thank you for inviting the New Forest National Park Authority to the above workshop held earlier this week. It provided a useful overview of the emerging proposals and the range of factors being considered.

In terms of additional feedback, as was highlighted at the workshop held on 1 July one of the particular features of Southampton Airport and its surrounding environs is the close proximity of two National Parks - the South Downs and the New Forest. The two statutory purposes of National Parks were originally established in the National Parks & Access to the Countryside Act 1949 as:

- \* to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park; and
- \* promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

It is important to emphasise that these statutory National Park purposes are relevant for a wide range of relevant authorities, and not just the respective National Park Authorities. The Government has produced further guidance on this 'duty of regard' which can be found here. This duty of regard, "...recognises that a wide range of bodies have a direct influence over the future of these protected landscapes...It also acknowledges that the fulfilment of protected area purposes rests not only with those bodies directly responsible for their management but also relies on effective collaborative working." Relevant authorities are expected to be able to demonstrate that they have fulfilled the duty of regard. Where their decisions may affect National Parks, relevant bodies should be able to clearly show how they have considered the purposes of these areas in their decision making. The Annex to the guidance confirms that the Civil Aviation Authority are a 'relevant authority' bound by this duty of regard.

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In conclusion, the legal framework for National Park requires a wide range of relevant authorities to have regard to the two Park purposes in making decisions that could affect them. The tranquillity of the New Forest National Park is one of its special qualities and the Authority would urge very careful consideration to be given to airspace change proposals that could further increase the overflying of the National Park at low levels.

I hope this response is helpful and I would be happy to discuss matters with you further if that would be helpful.

Regards

[REDACTED]  
[REDACTED]  
Tel: [REDACTED]

New Forest National Park Authority  
Lymington Town Hall  
SO41 9ZG  
Switchboard: [REDACTED]  
Web: [www.newforestnpa.gov.uk](http://www.newforestnpa.gov.uk)  
Sign up for Enews  
The New Forest National Park Authority's Purposes

314 **Email Ref 159**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 24 July 2019 16:45

To: [REDACTED]

Subject: Feedback From First SOU ACP Workshop

Dear [REDACTED],

Please note that your initial workshop feedback form was received in the post today. Unfortunately, it was received after the deadline for this feedback, but it will be included within the submission.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

315 **Email Ref 160**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 26 July 2019 13:10

To: [REDACTED]

Subject: SOU ACP - Follow-up Workshop Feedback Received

Dear [REDACTED],

Please accept this note as a confirmation that your Engagement Review and Follow-up Workshop Feedback Forms were received in the post this afternoon.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

316 **Email Ref 161**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 08 July 2019 16:36  
To: [REDACTED]  
Subject:FW: Feedback meeting 1st July

Dear [REDACTED],

Thank you for your email.

Please accept this email as an acknowledgement of your feedback, which we will pass to our technical consultants to include within the analysis.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 08 July 2019 15:49  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Feedback meeting 1st July

I found this to be a thought provoking meeting dealing with a subject of which I have only a limited knowledge. Discussing how airspace might be increased was based entirely on the presumption of advancements in technology, the production of new aircraft and means of propulsion, all of which I, and most present, lack expertise to provide anything meaningful. It would have been interesting and helpful to have first set the scene and to learn about the following; how the national airspace is used and the capacity of flight corridors, how Southampton airspace is used, why an increase is necessary, how it might be done and the capacity of the airport, current and potential after alterations.

With that information as a background, I may have found it easier to offer something more worthwhile about what might need to be considered in respect to safety, noise, flight paths, type of aircraft, impact on the environment etc.

Notwithstanding the above, I look forward to the follow up on 19th July.

[REDACTED]

Not entirely disguised in the



317 **Email Ref 162**

From: [REDACTED]  
Sent: 08 July 2019 15:49  
To: #SOU Airspacechange  
Subject: Feedback meeting 1st July

I found this to be a thought provoking meeting dealing with a subject of which I have only a limited knowledge. Discussing how airspace might be increased was based entirely on the presumption of advancements in technology, the production of new aircraft and means of propulsion, all of which I, and most present, lack expertise to provide anything meaningful.

It would have been interesting and helpful to have first set the scene and to learn about the following; how the national airspace is used and the capacity of flight corridors, how Southampton airspace is used, why an increase is necessary, how it might be done and the capacity of the airport, current and potential after alterations.

With that information as a background, I may have found it easier to offer something more worthwhile about what might need to be considered in respect to safety, noise, flight paths, type of aircraft, impact on the environment etc.

Notwithstanding the above, I look forward to the follow up on 19th July.

[REDACTED]

Not entirely disguised in the

318 **Email Ref 163**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 16 July 2019 16:35

To: [REDACTED]

Cc: [REDACTED]; [REDACTED]

Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email.

Please accept this note as an acknowledgement that your feedback has been received.

Kind regards,

[REDACTED]

From: [REDACTED]

Sent: 16 July 2019 15:57

To: [REDACTED]

Cc: [REDACTED]; [REDACTED]

Subject: Re: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Attached is a summary of feedback following the initial ACP Design Principles Workshop held on the 27th June and the Aviation Stakeholder Report circulated after it.

The attachment represents feedback from the Thruxton Approved (Flight) Training Organisation. I have grouped our feedback under the seven subject headings that were used at the initial workshop. I understand that you have already received the feedback from my colleague, [REDACTED], representing the Thruxton Aerodrome Licence Holder.

I confirm as per our brief telecon last week, that both myself and [REDACTED], shall be attending the follow-up Workshop this coming Friday, 19th July.

Best regards

[REDACTED]

From: [REDACTED]

To: [REDACTED]

Sent: Tuesday, July 02, 2019 12:51 PM

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED] and [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

319 I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

320 **Email Ref 164**

From: [REDACTED]  
Sent: 15 July 2019 14:11  
To: #SOU Airspacechange  
Cc: [REDACTED]; [REDACTED]  
Subject: ACP Feedback Stage 1B  
Attachments: Southampton ACP Stage 1B WAT follow up.pdf

Attached is a summary of feedback following the initial ACP Workshop held on 27 June and the Aviation Stakeholder Report circulated after it.

The attached represents feedback from the Thruxton Aerodrome Licence Holder. Any further feedback from the FTO will be forwarded by my colleague, [REDACTED].

Regards

[REDACTED]  
[REDACTED]

Airport OPS Services  
ATM, Airport Operations & UAS Consultants  
for and on behalf of the Aerodrome Licence Holder

TEL [REDACTED]  
MOB: [REDACTED]

321 **Email Ref 165**

From: [REDACTED]

Sent on: Thursday, June 13, 2019 3:09:53 PM

To: [REDACTED]

BCC: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

I write to you on behalf of Southampton Airport with regard to how it should progress its part of a UK-wide initiative to modernise the country's airspace.

I was passed your email address by your colleague, [REDACTED], as he indicated that you would be the most appropriate point of contact at Lasham Gliding Society for engagement on the question of airspace change.

In light of this, we would like to invite you to participate in an Airspace Design Principles Development Workshop, due to take place on 27th June.

To which end, please find below the text of a letter we initially sent to [REDACTED], setting out the context of this invitation.

I look forward to receiving your reply.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

---

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

322 The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27th June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17th June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

  
 Southampton Airport

323 **Email Ref 166**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Wednesday, June 26, 2019 9:09:37 AM

To: [REDACTED]; [REDACTED]

Subject: Upcoming stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Upcoming stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to the telephone call from your colleague, I am pleased to confirm that you will be attending our upcoming Airspace Design Principles Development Workshop tomorrow on behalf of Dorset Gliding Club.

For your information, and by way of a reminder, please see below for details of the workshop. We'd be grateful if you could arrive at 9.45am for a prompt 10.00am start.

On: Thursday 27th June 2019

Between: 10.00am and 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

We look forward to seeing you on 27th June. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040 or contact us via email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

Yours sincerely,

[REDACTED]

For and on behalf of Southampton Airport

324 **Email Ref 167**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Tuesday, June 18, 2019 1:14:47 PM

To: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

FAO [REDACTED]

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1st July 2019



Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee at your earliest convenience to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[REDACTED]

[REDACTED] Southampton Airport

326 **Email Ref 168**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Friday, June 28, 2019 7:58:55 AM

To: [REDACTED]

Subject:Reminder: Upcoming stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Reminder: Upcoming stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, we are pleased that you are able to attend our upcoming Airspace Design Principles Development Workshop.

For your information, and by way of a reminder, please see below the details of the workshop. We'd be grateful if you could arrive at 1.45pm for a prompt 2.00pm start.

On: Monday 1st July 2019

Between: 2.00pm and 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a light lunch for attendees at this event, so I would be grateful if you could let me know whether you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

We look forward to seeing you on 1st July. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040 or contact us via email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

327 **Email Ref 169**

From: [REDACTED]

Sent on: Monday, June 17, 2019 4:06:00 PM

To: [REDACTED]

CC: [REDACTED]

BCC: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to my voicemail to you today, please find below a copy of the stakeholder invitation letter we previously sent out to you on 11th June.

As you see from the letter, we are keen to secure an attendee from Hampshire County Council's Health and Wellbeing Board to engage with our upcoming design principles workshops to discuss airspace change at Southampton Airport.

I would be grateful if you could reply, at your earliest convenience, with the most appropriate contact from the Health and Wellbeing Board to attend this engagement exercise on airspace change.

If you have any further questions on this, please feel free to contact me on by email via [REDACTED] or by calling me [REDACTED],

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

---

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your authority's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

328 The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your authority's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite you to nominate one representative for your authority to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1st July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your authority would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your authority and one nominated attendee by 17th June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your authority to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

329 **Email Ref 170**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Wednesday, July 10, 2019 10:05:45 AM

To: [REDACTED]

CC: [REDACTED]

Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

Attachments: 27 June SOU ACP Aviation Workshop Summary FINAL.pdf (643.08 KB)

Dear [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

I write further to your attendance at our recent workshop with Aviation stakeholders on 27th June, at which we sought your organisation's views on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. We are grateful for your contribution to this event, and we look forward to receiving your initial feedback forms in response to the workshop.

In the meantime, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Aviation stakeholders.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

330 **Email Ref 171**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Wednesday, July 10, 2019 10:54:09 AM

To: [REDACTED]

CC: [REDACTED]

Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders

Attachments: 1 July 2019 SOU ACP LGov and Business Summary FINAL.pdf (647.38 KB)

Dear [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders

I write further to your attendance at our recent workshop with Local Government and Business stakeholders on 1st July, at which we sought your organisation's views on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. We are grateful for your contribution to this event, and we look forward to receiving your initial feedback forms in response to the workshop.

In the meantime, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Local Government and Business stakeholders.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

331 **Email Ref 172**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 11, 2019 10:07:48 AM

To: [REDACTED]

CC: [REDACTED]

Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

Attachments: 27 June SOU ACP Aviation Workshop Summary FINAL.pdf (643.08 KB)

Dear [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Aviation stakeholders

As you will be aware, Southampton Airport recently hosted a workshop with Aviation stakeholders on 27th June, at which we sought your organisation's views on how we should progress our part of a UK-wide initiative to modernise the country's airspace. I appreciate that you were unable to attend this event, but we remain keen to offer the opportunities for you to engage with this process moving forwards.

To which end, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Aviation stakeholders.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

In the meantime, we look forward to receiving your initial feedback forms in response to the workshop.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

332 **Email Ref 173**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 11, 2019 1:40:37 PM

To: [REDACTED]

Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Community stakeholders

Attachments: 1 July 2019 SOU ACP Community Workshop Summary FINAL.pdf (619.7 KB)

Dear [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Community stakeholders

As you will be aware, Southampton Airport recently hosted a workshop with Community stakeholders on 1st July, at which we sought your organisation's views on how we should progress our part of a UK-wide initiative to modernise the country's airspace. I appreciate that you were unable to attend this event, but we remain keen to offer the opportunities for you to engage with this process moving forwards.

To which end, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Community stakeholders.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

In the meantime, we look forward to receiving your initial feedback forms in response to the workshop.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport



333 **Email Ref 174**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 11, 2019 11:20:33 AM

To: [REDACTED]

Subject: Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders

Attachments: 1 July 2019 SOU ACP LGov and Business Summary FINAL.pdf (647.38 KB)

Dear [REDACTED],

Report on the ideas raised at the recent Airspace Design Principles Development Workshop with Local Government and Business stakeholders

As you will be aware, Southampton Airport recently hosted a workshop with Local Government and Business stakeholders on 1st July, at which we sought your organisation's views on how we should progress our part of a UK-wide initiative to modernise the country's airspace. I appreciate that you were unable to attend this event, but we remain keen to offer the opportunities for you to engage with this process moving forwards.

To which end, please read the attached report, which summarises the key issues, ideas, and points raised by the attendees at the Airspace Design Principles Development Workshop with Local Government and Business stakeholders.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

In the meantime, we look forward to receiving your initial feedback forms in response to the workshop.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

334 **Email Ref 175**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Tuesday, July 2, 2019 11:21:54 AM

To: [REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

335 At the recent workshop you stated that you would prefer to attend our next event on Friday 19th July 2019. If you can no longer attend this event or wish to change events, please can you reply via email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[REDACTED]

[REDACTED] Southampton Airport

336 **Email Ref 176**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent on: Thursday, July 18, 2019 8:53:36 AM  
To: [REDACTED]  
Subject: RE: Date

Dear [REDACTED],

Reminder: Upcoming Follow-up Workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, we are pleased that you are able to attend our upcoming Follow-up Design Principles Workshop.

For your information, and by way of a reminder, please see below for details of the workshop. We'd be grateful if you could arrive at 9.45am for a prompt 10.00am start.

On: Friday 19th July 2019

Between: 10.00am and 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers upon arrival using the keypads available in the Conference area and at Reception.

We look forward to seeing you on 19th July. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040 or contact us via email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

-----Original Message-----

From: [REDACTED]  
Sent: 17 July 2019 17:13  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Date

Hi

Just had an email reminder for the upcoming meeting which I was down for Friday but this says Tuesday so could someone just confirm which date you have me down for.

Kind Regards

[REDACTED]



338 **Email Ref 177**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Wednesday, June 26, 2019 3:25:47 PM

To: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to my previous telephone conversation with your colleague [REDACTED], I understand that you would be the most appropriate contact at the Port of Southampton for Southampton Airport to engage with on the question of airspace change.

I believe that the original invitation to attend the Airspace Design Principles Development Workshop on our airspace change has already been forwarded to you. However, in case you have yet to receive this, please find the text of the original invitation below.

I would be grateful if you could let me know whether you would be able to attend the event on 1st July.

I am aware that this letter took a little time to reach you initially, so I appreciate that the notice is less than optimal for you. If you are unable to attend the stakeholder workshop in light of this, I will ensure that you are given opportunities to engage on behalf of ABP Southampton – both by sending you the materials we will display at the workshop, which will invite your feedback, and by inviting you directly to subsequent engagement activities on this airspace change process.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

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Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air

339 transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1st July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee at your earliest convenience to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

340 **Email Ref 178**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent on: Friday, June 28, 2019 6:29:59 AM  
To: [REDACTED]; #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Thank you for your email. I note that you are not in a position to attend the stakeholder workshop on 1st July.

As the most appropriate individual from the Port of Southampton for Southampton Airport to engage with on this airspace change proposal, I will ensure that you receive the materials displayed at the 1st July workshop, as soon as these are distributed, and will encourage you to provide feedback in response to these. In addition, I will ensure that you are invited to all subsequent engagement activities we hold for this proposal.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 26 June 2019 16:30  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Good afternoon [REDACTED]

Thank you for your email, that is correct, I will collate and provide ABP's feedback on Southampton Airport's airspace change proposal. I'm afraid I'm not able to attend the workshop on 1 July as I am away on holiday. However, if you could send across the materials that would be much appreciated.

I look forward to hearing more from you.

Kind regards

[REDACTED]

[REDACTED] | [REDACTED] | Associated British Ports

Port of Southampton | Ocean Gate | Atlantic Way | Southampton | SO14 3QN

Mob: [REDACTED] | www.abports.co.uk

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 26 June 2019 16:26  
To: [REDACTED]



Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to my previous telephone conversation with your colleague [REDACTED], I understand that you would be the most appropriate contact at the Port of Southampton for Southampton Airport to engage with on the question of airspace change.

I believe that the original invitation to attend the Airspace Design Principles Development Workshop on our airspace change has already been forwarded to you. However, in case you have yet to receive this, please find the text of the original invitation below.

I would be grateful if you could let me know whether you would be able to attend the event on 1st July.

I am aware that this letter took a little time to reach you initially, so I appreciate that the notice is less than optimal for you. If you are unable to attend the stakeholder workshop in light of this, I will ensure that you are given opportunities to engage on behalf of ABP Southampton – both by sending you the materials we will display at the workshop, which will invite your feedback, and by inviting you directly to subsequent engagement activities on this airspace change process.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

---

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply

over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1st July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee at your earliest convenience to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

343 **Email Ref 179**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Wednesday, July 3, 2019 3:54:54 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 27th June, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

344 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

345 **Email Ref 180**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Tuesday, July 16, 2019 5:04:37 PM

To: [REDACTED]

Subject: The development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

The development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we have invited you to attend an initial Airspace Design Principles Development Workshop and have called you to ask for both feedback and attendance at these workshops. I appreciate you may not have been able to attend previous events; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

As you will be aware, Southampton Airport recently hosted a workshop with Community stakeholders on 1st July, at which we sought your organisation's views on how we should progress our part of a UK-wide initiative to modernise the country's airspace. I appreciate that you were unable to attend this event, but we remain keen to offer the opportunities for you to engage with this process moving forwards.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) by Wednesday 17th July to confirm which of these dates you would prefer to attend.

346 Following these workshops, we will provide another report summarising the key issues, ideas, and points raised by the attendees. We will also provide a feedback form, ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

A black rectangular redaction box covering the signature of the sender.

For and on behalf of Southampton Airport

347 **Email Ref 181**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Friday, July 12, 2019 11:36:44 AM

To: [REDACTED]

CC: [REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Attachments: [REDACTED] (377 Bytes), SOU Stage 1B Initial Workshop

Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

(800.05 KB), 27 June SOU ACP Aviation Workshop Summary FINAL.pdf (643.08 KB)

Dear [REDACTED],

Further to my contact with your colleague, [REDACTED], I have been advised that, in his absence, you are the most appropriate person at your organisation to engage with regarding Southampton Airport's airspace change proposal.

We are keen to ensure that you are given the opportunities to engage with this process, ideally through the attendance of someone from your organisation at one of our upcoming 'follow-up workshops' on our design principles. Should this not be possible, however, I will ensure that you receive the materials presented at these subsequent events, and will invite you to leave feedback. For full information on this invitation, please see the email below.

In the meantime, I have also attached copies of the Initial Workshop Presentation and Feedback Form. I would encourage you to read through the former and to send the latter back to me before the 17th July, so that your views are given due consideration.

If you can attend the event, I would advise that you look through the attached report of the ideas and issues raised at the initial stakeholder workshop, that was held with Aviation stakeholders on 27th June.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

From: [Redacted]  
Sent: 12 July 2019 11:00  
To: #SOU Airspacechange <[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)>  
Subject: [Redacted]

Contact details

Regards

[Redacted]

[Redacted]

[Redacted]



[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

[REDACTED]

350 **Email Ref 182**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Friday, July 12, 2019 9:18:23 AM

To: [REDACTED]

CC: [REDACTED]; [REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Attachments: 27 June SOU ACP Aviation Workshop Summary FINAL.pdf (643.08 KB), SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Further to my contact with your colleague, [REDACTED], I have been advised that you are the most appropriate person at easyJet to engage with regarding Southampton Airport's airspace change proposal.

We are keen to ensure that your airline is given the opportunities to engage with this process, ideally through the attendance of someone from your organisation at one of our upcoming 'follow-up workshops' on our design principles. Should this not be possible, however, I will ensure that you receive the materials presented at these subsequent events, and will invite you to leave feedback. For full information on this invitation, please see the email below.

In the meantime, I have also attached copies of the Initial Workshop Presentation and Feedback Form. I would encourage you to read through the former and to send the latter back to me before the 17th July, so that the views of the airline are given due consideration.

If you can attend the event, I would advise that you look through the attached report of the ideas and issues raised at the initial stakeholder workshop, that was held with aviation stakeholders on 27th June.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

From: [Redacted]  
Sent: 11 July 2019 20:45  
To: #SOU Airspacechange <[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)>  
Cc: [Redacted]; [Redacted]  
[Redacted]  
Subject: RE: Contact Details for [Redacted]

Dear [Redacted]

The contact is:

[Redacted]

[REDACTED]  
[REDACTED]  
[REDACTED]

Best regards

[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]

Sent: 11 July 2019 16:16

To: [REDACTED]

Cc: [REDACTED]

Subject: Contact Details for [REDACTED]

Dear [REDACTED],

Further to your telephone call to me yesterday, I understand that [REDACTED] will now be the person responsible for liaising with this ACP on behalf of easyJet.

Given this, would you be able to provide me with his email address / telephone number, so that I can get in touch with him about the upcoming stakeholder workshops directly?

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

353 **Email Ref 183**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Friday, July 12, 2019 11:25:42 AM

To: [REDACTED]

CC: [REDACTED]

Subject:FW: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB), 1 July 2019 SOU ACP LGov and Business Summary FINAL.pdf (647.38 KB)

Dear [REDACTED],

Further to my contact with your colleague, [REDACTED], I have been advised that you are the most appropriate person at Compton and Shawford Parish Council to engage with regarding Southampton Airport's airspace change proposal.

We are keen to ensure that your authority is given the opportunities to engage with this process, ideally through the attendance of someone from your organisation at one of our upcoming 'follow-up workshops' on our design principles. Should this not be possible, however, I will ensure that you receive the materials presented at these subsequent events, and will invite you to leave feedback. For full information on this invitation, please see the email below.

In the meantime, I have also attached copies of the Initial Workshop Presentation and Feedback Form. I would encourage you to read through the former and to send the latter back to me before the 17th July, so that the views of the parish council are given due consideration.

If you can attend the event, I would advise that you look through the attached report of the ideas and issues raised at the initial stakeholder workshop, that was held with local government and business stakeholders on 1st July.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

355 **Email Ref 184**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Wednesday, July 3, 2019 4:06:59 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 27th June, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

356 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport



357 **Email Ref 185**

From: [REDACTED]  
Sent on: Monday, June 17, 2019 3:22:44 PM  
To: [REDACTED]  
CC: [REDACTED]  
BCC: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to my voicemail to you today, please find below a copy of the stakeholder invitation letter we previously sent out to you on 11th June.

As you see from the letter, we are keen to secure an attendee from Hampshire County Council to engage with our upcoming design principles workshops to discuss airspace change at Southampton Airport.

I would be grateful if you could reply, at your earliest convenience, with the most appropriate contact at the Council to attend this engagement exercise on airspace change.

If you have any further questions on this, please feel free to contact me on by email via [REDACTED] or by calling me [REDACTED],

Kind regards,

[REDACTED].

For and on behalf of Southampton Airport.

---

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your authority's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air

358 transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your authority's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite you to nominate one representative for your authority to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1st July 2019

Time: 2.00pm to 5.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your authority would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your authority and one nominated attendee by 17th June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your authority to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

Dear [REDACTED],

Thank you for your email.

If [REDACTED] is unable to attend we would be happy for you to nominate a delegate to attend and engage in her place.

I will liaise with your nominee once these details are confirmed.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 19 June 2019 10:18  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Invitation to participate in the development of design principles for Southampton airports airspace change proposal - 1 July

Good Morning,

Many thanks for your letter inviting [REDACTED] to participate in the development of design principles for Southampton Airport's Airspace change proposal on 1 July.

Apologies for the delay in responding, [REDACTED] is unfortunately unable to attend but we would like to send a delegate, please confirm if that is acceptable and I will confirm details.

Kind regards

[REDACTED]  
[REDACTED] to:  
[REDACTED]  
[REDACTED]  
[REDACTED]

Southampton City Council

Tel: [REDACTED]

360 **Email Ref 187**

From: [REDACTED] >  
Sent: 31 July 2019 12:08  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

SENT ON BEHALF OF [REDACTED]

Dear [REDACTED],

Thank you for the invitation below. Alan would be happy to meet at the airport. Please call me on [REDACTED] to discuss dates.

Yours sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 17 July 2019 13:27  
To: [REDACTED]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to my telephone call yesterday, I refer you to the attached letter sent by email and post to your office on 11th June 2019 regarding Southampton Airport's airspace change proposal.

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

Given your role, we would like to extend the offer for you to meet with a member of our team and receive a briefing on airspace modernisation and the development of design principles. If this is of interest please contact our engagement team either by emailing [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or by phone on [REDACTED].

Kind Regards,



For and on behalf of Southampton Airport

Dear [REDACTED],

Thank you for getting in touch with us. I can confirm that [REDACTED] at Southampton Airport would appreciate [REDACTED] time to discuss both the Airspace Change Proposal and other matters relating to Southampton Airport. [REDACTED] is free to meet with [REDACTED] at the times and dates below. Can you please let me know which of these works for you and we can schedule a one hour meeting at the airport?

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

Kind Regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED] >  
Sent: 31 July 2019 12:08  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

Dear [REDACTED],

Thank you for the invitation below. [REDACTED] would be happy to meet at the airport. Please call me on [REDACTED] to discuss dates.

Yours sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 17 July 2019 13:27  
To: [REDACTED] >  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to my telephone call yesterday, I refer you to the attached letter sent by email and post to your office on 11th June 2019 regarding Southampton Airport's airspace change proposal.

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

Given your role, we would like to extend the offer for you to meet with a member of our team and receive a briefing on airspace modernisation and the development of design principles. If this is of interest please contact our engagement team either by emailing [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or by phone on 0800 298 7040.

Kind Regards,

[REDACTED]

For and on behalf of Southampton Airport

364 **Email Ref 189**

From: [REDACTED]  
Sent: 21 June 2019 17:25  
To: [REDACTED] >  
Subject: Details ref Air Quality and Air Space

Hi [REDACTED],

Ref the chat after today's meeting here are the best contact details for me to let me know which school monitors were placed at in Bitterne Park/Townhill Park and for the Air Space meetings.

[REDACTED]  
[REDACTED]

Kind Regards

[REDACTED]  
[REDACTED]

Townhill Park Residents Association



365 **Email Ref 190**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Monday, June 24, 2019 11:15:13 AM

To: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Further to your previous email to my colleague, [REDACTED], please note that we have reserved a place for you to attend Southampton Airport's upcoming Airspace Design Principles stakeholder workshop as a representative of Townhill Park Residents' Association. This will be held:

On: Monday 1st July 2019

Between: 10.00am and 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

I apologise that you were not included in initial invitation for this event; for your information, I have included the text of the initial letter below this email. I will also ensure that you are invited to all subsequent engagement activities for this airspace change process.

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know whether you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers with Reception upon arrival.

Please feel free to get in touch if you have any further questions.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport.

Original Invitation Letter Text – For your information

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Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace

366 Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1st July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17th June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

367 Yours sincerely

[REDACTED]

[REDACTED] Southampton Airport

368 **Email Ref 191**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 25 June 2019 10:58

To: [REDACTED]

Subject: Invitation to participate in the development of design principles for Southampton Airports airspace change proposal '

[REDACTED] – Further to our email of 18th June 2019

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Dear [REDACTED],

Invitation to participate in the development of design principles for Southampton Airports airspace change proposal '

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisations views on the way in which Southampton Airport should progress our part of a 'UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisations feedback on the principles that should guide our decision making when it comes to designing 'any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1st July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17th June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

370 **Email Ref 192**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Tuesday, June 25, 2019 11:20:17 AM

To: [REDACTED]

CC: #SOU Airspacechange <airspace.change@southamptonairport.com>

Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to our telephone call, please see below for a copy of the original invitation.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

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Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

371 Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Monday 1st July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee as soon as possible to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted Signature]

[Redacted Name] Southampton Airport

372 **Email Ref 193**

From: [REDACTED]  
Sent on: Tuesday, July 2, 2019 12:41:44 PM  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

[REDACTED]

Please mark me up for the 23rd July.

Kind Regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
Hampshire Constabulary  
[REDACTED]  
[REDACTED]

Website: [www.hampshire.police.uk](http://www.hampshire.police.uk)

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 02 July 2019 12:55  
To: [REDACTED]  
Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your colleague's recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we



373 submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

[Redacted]

[Redacted] Southampton Airport

374 **Email Ref 194**

From: [REDACTED]  
Date: 21 June 2019 at 13:34:47 BST  
To: [REDACTED]  
Subject: Re: Message from [REDACTED] - Soton Airport letter 18-6-19

Many thanks [REDACTED]

[REDACTED] -it would be helpful if you could send include me on the invitation list

My email address is [REDACTED] and my Division includes [REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
Hampshire County Council  
[REDACTED]

On 21 Jun 2019, at 12:48, [REDACTED] wrote:

Dear [REDACTED],

Many thanks for your letter, attached.

Sadly I cannot make the dates, but I assume you've invited my colleague [REDACTED] who represents the [REDACTED] area on Hampshire County Council?

I've copied her here so you can touch base if not...

Kind regards,

[REDACTED]  
[REDACTED]  
MP [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

375 **Email Ref 195**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 03 July 2019 16:28

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx; SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx

Dear [REDACTED]

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleagues, [REDACTED], at one of our initial stakeholder workshops on 27th June, we wrote to thank them for their contribution; provide them with the materials displayed at the event; and offer them a means to leave feedback. This correspondence also invited your colleagues to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

377 **Email Ref 196**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Wednesday, July 3, 2019 3:43:50 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED]

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 27th June, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

378 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

379 **Email Ref 197**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Wednesday, July 3, 2019 3:59:17 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED]

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleagues, at one of our initial stakeholder workshops on 27th June, we wrote to thank them for their contribution; provide them with the materials displayed at the event; and offer them a means to leave feedback. This correspondence also invited your colleagues to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

380 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport



381 **Email Ref 198**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 2:22:00 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 1st July, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer her a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

382 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

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– Either –

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Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport

383 **Email Ref 199**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 2:24:30 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 1st July, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

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384 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

385 **Email Ref 200**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent on: Thursday, July 4, 2019 4:01:11 PM  
To: [REDACTED]  
Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal  
Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the agreement that your colleague, [REDACTED] will be the most appropriate person to engage with, we invited him to attend one of our initial stakeholder workshops on 1st July. We appreciate that he was unable to attend this event, so we wrote to provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

Neil Garwood  
Managing Director of Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with

386 a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

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To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

387 **Email Ref 201**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 2:04:12 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the agreement that your colleague, [REDACTED], will be the most appropriate person to engage with, we invited him to attend one of our initial stakeholder workshops on 1st July. We appreciate that he was unable to attend this event, so we wrote to provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with

388 a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport



389 **Email Ref 202**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Monday, July 15, 2019 9:02:08 AM

To:

Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), 27 June SOU ACP Aviation Workshop Summary FINAL.pdf (643.08 KB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED]

Further to [REDACTED] email, I thank you for your willingness to attend the workshop on 19th July. We look forward to engaging with you on our draft design principles.

For your information, I have attached a copy of the initial workshop presentation along with report summarising the issues and points raised by aviation stakeholders on 27th June.

I have also attached a copy of the initial feedback form we sent out to your colleagues previously. It would be particularly appreciated if you, or a colleague at easyJet, could provide your comments in response to the initial presentation, as it will be important to give all aviation interests due consideration during this process. The feedback deadline we previously gave to stakeholders is 17th July.

If you have any questions, please do not hesitate to contact me on 01962 893949.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]

Sent: 12 July 2019 16:52

To: #SOU Airspacechange <airspace.change@southamptonairport.com>

Cc: [REDACTED] >

Subject: RE: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank you for your telephone call today and invitation for your "follow-up" workshop.

I confirm that [REDACTED], easyJet, will be able to attend the workshop on 19 July.

Regards [REDACTED]

[REDACTED]  
From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]

Sent: 12 July 2019 10:18

To: [REDACTED]

Cc: [REDACTED]

Subject: Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Further to my contact with your colleague, [REDACTED], I have been advised that you are the most appropriate person at easyJet to engage with regarding Southampton Airport's airspace change proposal.

We are keen to ensure that your airline is given the opportunities to engage with this process, ideally through the attendance of someone from your organisation at one of our upcoming 'follow-up workshops' on our design principles. Should this not be possible, however, I will ensure that you receive the materials presented at these subsequent events, and will invite you to leave feedback. For full information on this invitation, please see the email below.

In the meantime, I have also attached copies of the Initial Workshop Presentation and Feedback Form. I would encourage you to read through the former and to send the latter back to me before the 17th July, so that the views of the airline are given due consideration.

If you can attend the event, I would advise that you look through the attached report of the ideas and issues raised at the initial stakeholder workshop, that was held with aviation stakeholders on 27th June.

Kind regards,

Samuel Carr  
For and on behalf of Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019  
Time: 10.00am to 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –



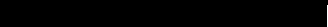
Date: Tuesday 23rd July 2019  
Time: 10.00am to 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

 Southampton Airport

From:   
Sent: 11 July 2019 20:45  
To: #SOU Airspacechange <[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)>  
Cc:   
Subject: RE: 

Dear 

The contact is:



Best regards



From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 11 July 2019 16:16  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Contact Details for [REDACTED]

Dear [REDACTED],

Further to your telephone call to me yesterday, I understand that [REDACTED] will now be the person responsible for liaising with this ACP on behalf of easyJet.

Given this, would you be able to provide me with his email address / telephone number, so that I can get in touch with him about the upcoming stakeholder workshops directly?

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

392 **Email Ref 203**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent on: Wednesday, June 26, 2019 5:46:48 PM  
To: [REDACTED]  
CC: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED],

Stakeholder workshop to participate in the development of design principles for Southampton Airport's airspace change proposal

I write to you on behalf of Southampton Airport, as we are keen to hear easyJet's views on the way in which Southampton Airport should progress its part of a UK-wide initiative to modernise the country's airspace. Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, SOU will be seeking views from its regional stakeholders surrounding the airport, along with local people and those who use the airport. The first stage in this process is to seek easyJet's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we are holding an Airspace Design Principles Development Workshop tomorrow, to which we had originally invited [REDACTED], either attend herself, or to nominate a person to represent your organisation.

As easyJet is not currently attending tomorrow, we felt it was important to get in touch to ask whether you could nominate someone from your organisation to whom we could send the material that will be presented, along with the questions that are being asked, so that easyJet has the opportunity to provide their full feedback. Importantly, there is also a subsequent Follow-up Workshop, scheduled on either 19th or 23rd July, which we would value the attendance of an easyJet representative.

Below is a copy of the original invite for reference. In addition, I will also provide you – and/or your nominated point of contact – with the materials provided at tomorrow's stakeholder workshop, along with the full details of the Follow-up Workshops.

Southampton Airport remains committed to ensuring easyJet is part of this engagement process and would value your organisation's involvement.

I look forward to your reply.

Kind regards,

Samuel Carr  
For and on behalf of Southampton Airport.

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Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's

393 airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Why airspace modernisation is important for the south:

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

How you can become involved:

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

Date: Thursday 27th June 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by 17th June 2019 to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely

 Southampton Airport

394 **Email Ref 204**

From: #SOU Airspacechange <airspace.change@southamptonairport.com> on behalf of #SOU Airspacechange  
Sent on: Wednesday, July 31, 2019 9:43:48 AM  
To: [REDACTED]; #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: ACP Follow up workshop 1, 19 July

Dear [REDACTED],

Thank you for your email.

An edit will be made to ensure that this correction is reflected in the document when it is submitted.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent on: Tuesday, July 30, 2019 6:50:29 PM  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: ACP Follow up workshop 1, 19 July

Hi

There is an error on page 5 of the summary under the heading "Points raised regarding Re-Cap of Airspace Modernisation". The fourth para mentions "classes B or D airspace". This should read "classes E or D airspace".

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
for and on behalf of Western Air Thrupton Ltd  
[REDACTED]

395 **Email Ref 205**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 1:16:51 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB), SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 1st July, we wrote to thank her for her contribution; provide her with the materials displayed at the event; and offer her a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

396 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

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Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport



397 **Email Ref 206**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 2:14:49 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 1st July, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

398 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

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– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

399 **Email Ref 207**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent on: Thursday, July 4, 2019 2:16:53 PM  
To: [REDACTED]  
Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal  
Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 1st July, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

400 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

401 **Email Ref 208**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 3:22:45 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the agreement that your colleague, [REDACTED], will be the most appropriate person to engage with, we invited him to attend one of our initial stakeholder workshops on 1st July. We appreciate that he was unable to attend this event, so we wrote to provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with

402 a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

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Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

403 **Email Ref 209**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 2:20:15 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED] at one of our initial stakeholder workshops on 1st July, we wrote to thank her for her contribution; provide her with the materials displayed at the event; and offer her a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

Neil Garwood  
Managing Director of Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

404 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

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Time: 10.00am to 1.00pm

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– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport



405 **Email Ref 210**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 2:39:57 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB), SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB)

Dear [REDACTED]

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 1st July, we wrote to thank him for his contribution; provide them with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleagues to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up

406 our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

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Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

407 **Email Ref 211**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 2:42:21 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED]

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 1st July, we wrote to thank him for his contribution; provide them with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleagues to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

Following the attendance of your colleague, Mr Steve Guppy, at one of our initial stakeholder workshops on 1st July, we wrote to thank him for his contribution; provide them with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleagues to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-

408 wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

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– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

409 **Email Ref 212**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 1:10:22 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB), SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB)

Dear [REDACTED]

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 27th June, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

Following the attendance of your colleague, Mr Steve Guppy, at one of our initial stakeholder workshops on 1st July, we wrote to thank him for his contribution; provide them with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleagues to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-

410 wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

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To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

411 **Email Ref 213**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 2:29:04 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED],

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the attendance of your colleagues, [REDACTED], at one of our initial stakeholder workshops on 1st July, we wrote to thank them for their contribution; provide them with the materials displayed at the event; and offer them a means to leave feedback. This correspondence also invited your colleagues to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 27th June, we wrote to thank him for his contribution; provide him with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

Following the attendance of your colleague, [REDACTED], at one of our initial stakeholder workshops on 1st July, we wrote to thank him for his contribution; provide them with the materials displayed at the event; and offer him a means to leave feedback. This correspondence also invited your colleagues to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

---

Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

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Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport



413 **Email Ref 214**

From: #SOU Airspacechange

Sent on: Monday, July 8, 2019 10:08:21 AM

To:

[REDACTED]

Subject:Southampton Airport Call

Dear [REDACTED],

Further to your telephone call this morning, please see below for a link to the Future Airspace Strategy video, shown at the workshop on 1st July:

[https://www.youtube.com/watch?v=a9ii6G40\\_Ck&feature=youtu.be](https://www.youtube.com/watch?v=a9ii6G40_Ck&feature=youtu.be)

I have spoken to our technical team at Southampton Airport in relation to your request for information on flight path maps and frequencies. I will return to you directly.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

414 **Email Ref 215**

From: #SOU Airspacechange <airspace.change@southamptonairport.com> on behalf of #SOU Airspacechange

Sent on: Wednesday, July 31, 2019 9:42:24 AM

To: [REDACTED] #SOU Airspacechange <airspace.change@southamptonairport.com>

Subject: RE: Reports on the ideas raised at the recent Follow-up Workshops on Southampton Airport's Design Principles, held on 19th and 23rd July

Dear [REDACTED]

Thank you for your email.

Apologies for that. An amendment will be made and your attendance will be reflected when this document is included as part of the submission.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 31 July 2019 08:10  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Reports on the ideas raised at the recent Follow-up Workshops on Southampton Airport's Design Principles, held on 19th and 23rd July

Thank you. However, just to confirm for your records that Gatwick did attend the event on 19 July.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 30 July 2019 19:07  
Subject: [EXTERNAL SENDER] Reports on the ideas raised at the recent Follow-up Workshops on Southampton Airport's Design Principles, held on 19th and 23rd July

Dear Sir / Madam,

I write further to Southampton Airport's recent Follow-up Workshops, which were held on the 19th and 23rd July 2019, to seek stakeholders' views on our proposed draft design principles. I appreciate that you were unable to attend this event, but we remain keen to offer the opportunities for you to engage with this process moving forwards. As a result please find attached a summary of what was discussed by attendees at the Follow-up Workshops across both dates.

As previously highlighted, we ask that any additional feedback that you may wish to make is provided to us by 7th August 2019.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

416 **Email Ref 216**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent on: Monday, August 5, 2019 10:24:57 AM  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Hi [REDACTED]

Thank you for your time on the phone just now. I'm just confirming that due to calendar clashes, this meeting will be pushed back half an hour to 11.30 am on [REDACTED]. In attendance from Southampton Airport will be [REDACTED]. If you have any questions or concerns in the meantime, then please contact me.

Kind Regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 02 August 2019 13:23  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Thank you, [REDACTED]. I've added this to [REDACTED] diary on [REDACTED] at 11am.

[REDACTED]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 02 August 2019 12:31  
To: [REDACTED]  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [REDACTED]

Thank your for getting in touch with us. I can confirm that [REDACTED] at Southampton Airport would appreciate [REDACTED] time to discuss both the Airspace Change Proposal and other matters relating to Southampton Airport. [REDACTED] is free to meet with [REDACTED] at the times and dates below. Can you please let me know which of these works for you and we can schedule a one hour meeting at the airport?

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

Kind Regards,

[Redacted]

For and on behalf of Southampton Airport

From: [Redacted]  
Sent: 31 July 2019 12:08  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

[Redacted]

Dear [Redacted],

Thank you for the invitation below. [Redacted] would be happy to meet at the airport. Please call me on [Redacted] to discuss dates.

Yours sincerely,

[Redacted signature block]

From: #SOU Airspacechange [mailto:airspace.change@southamptonairport.com]  
Sent: 17 July 2019 13:27  
To: [Redacted]  
Subject: Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Dear [Redacted]

Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal

Further to my telephone call yesterday, I refer you to the attached letter sent by email and post to your office on 11th June 2019 regarding Southampton Airport's airspace change proposal.

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

Given your role, we would like to extend the offer for you to meet with a member of our team and receive a briefing on airspace modernisation and the development of design principles. If this is of interest please contact our engagement team either by emailing [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or by phone on 0800 298 7040.

Kind Regards,



For and on behalf of Southampton Airport

419 **Email Ref 217**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 11, 2019 2:55:19 PM

To: [REDACTED]

Subject:CAA's Airspace Portal Email Address

[REDACTED]

I have been asked to pass along the CAA's airspace portal email address, as I understand you would like to address a query to them directly.

Please find this below:

Airspace.portal@caa.co.uk

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

420 **Email Ref 218**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 4, 2019 3:25:51 PM

To: [REDACTED]

Subject: Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB), SOU Stage 1B Initial Stakeholder Workshop Feedback Form.docx (800.05 KB)

Dear [REDACTED]

Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal

Further to our previous correspondence, I write to provide you with an update on our engagement with your organisation regarding Southampton Airport's airspace change proposal.

Following the agreement that your colleague, [REDACTED], will be the most appropriate person to engage with, we invited her to attend one of our initial stakeholder workshops on 1st July. We appreciate that she was unable to attend this event, so we wrote to provide her with the materials displayed at the event; and offer her a means to leave feedback. This correspondence also invited your colleague to choose between two potential 'follow-up' workshops to discuss an initial set of design principle statements.

For your information, please see below for a copy of this letter, while copies of the workshop presentation and feedback form can be found attached. Should you wish to provide feedback yourself, please send the completed form by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

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Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process



421 moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

#### Next steps - Follow-up Workshops

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you for your feedback at a subsequent 'Follow-up Design Principles Workshop'.

The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are two dates available to choose from:

– Either –

Date: Friday 19th July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

– Or –

Date: Tuesday 23rd July 2019

Time: 10.00am to 1.00pm

At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[Redacted Signature]

[Redacted Name] Southampton Airport

422 **Email Ref 219**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 25, 2019 1:35:46 PM

To: [REDACTED]

Subject: Southampton Airport: Airspace Design Principles Development Follow-up Workshop

Attachments: Southampton Airport ACP Stage 1B Follow-up feedback form.docx (794.84 KB), Southampton Airport ACP Follow up workshop presentation .pptx (9.5 MB), stage 1b engagement feedback form.docx (888.55 KB)

Dear Sir/Madam,

I write further to your attendance at our recent stakeholder Follow-up Workshop, at which we presented our proposed draft design principles, following feedback from a range of stakeholders on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace.

Firstly, we would like to thank you for taking the time to take part in the initial stages of Southampton Airport's airspace change process and we value the feedback we have received. All feedback raised at the workshop has been logged but should you have any additional comments, please find attached a copy of the presentation shown on the day along with two feedback forms where you can provide your thoughts on the proposed design principles as well as how you have found Southampton Airport's engagement process to date. Please return any feedback by Wednesday 7th August 2019.

We will be submitting our design principles to the Civil Aviation Authority (CAA) on 16 August 2019. You will be able to track the progress of Southampton Airport's Airspace Change Process by visiting the CAA's open space portal. This can be viewed by visiting the following link <https://airspacechange.caa.co.uk/PublicProposalArea?pID=115>

If you have any questions, or require further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

423 **Email Ref 220**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent on: Thursday, July 25, 2019 1:49:57 PM  
To: [REDACTED]  
Subject: Southampton Airport: Airspace Design Principles Development Follow-up Workshop  
Attachments: Southampton Airport ACP Stage 1B Follow-up feedback form.docx (794.84 KB), Southampton Airport ACP Follow up workshop presentation .pptx (9.5 MB), stage 1b engagement feedback form.docx (888.55 KB)

FOR YOUR INFORMATION – the below email was sent to your colleague who attended our recent workshop

Dear Sir/Madam,

I write further to your attendance at our recent stakeholder Follow-up Workshop, at which we presented our proposed draft design principles, following feedback from a range of stakeholders on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace.

Firstly, we would like to thank you for taking the time to take part in the initial stages of Southampton Airport's airspace change process and we value the feedback we have received. All feedback raised at the workshop has been logged but should you have any additional comments, please find attached a copy of the presentation shown on the day along with two feedback forms where you can provide your thoughts on the proposed design principles as well as how you have found Southampton Airport's engagement process to date. Please return any feedback by Wednesday 7th August 2019.

We will be submitting our design principles to the Civil Aviation Authority (CAA) on 16 August 2019. You will be able to track the progress of Southampton Airport's Airspace Change Process by visiting the CAA's open space portal. This can be viewed by visiting the following link <https://airspacechange.caa.co.uk/PublicProposalArea?pID=115>

If you have any questions, or require further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](https://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

424 **Email Ref 221**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 25, 2019 2:26:21 PM

To: [REDACTED]

Subject: Southampton Airport: Airspace Design Principles Development Follow-up Workshop

Attachments: Southampton Airport ACP Follow up workshop presentation .pptx (9.5 MB), stage 1b engagement feedback form.docx (888.55 KB), Southampton Airport ACP Stage 1B Follow-up feedback form.docx (794.84 KB)

FOR YOUR INFORMATION - the below email was sent to your colleague by way of an update

Dear Sir/Madam,

I write further to our recent stakeholder Follow-up Workshops at which we presented our proposed draft design principles, following feedback from a range of stakeholders on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace.

We appreciate that you were unable to attend this event, but we remain committed to ensuring you have an opportunity to engage with this process moving forwards. To assist with this please find attached a copy of the presentation shown on the day along with two feedback forms where you can provide your thoughts on the proposed design principles as well as how you have found Southampton Airport's engagement process to date. Please return any feedback by Wednesday 7th August 2019.

We will be submitting our design principles to the Civil Aviation Authority (CAA) on 16 August 2019. You will be able to track the progress of Southampton Airport's Airspace Change Process by visiting the CAA's open space portal. This can be viewed by clicking the following link <https://airspacechange.caa.co.uk/PublicProposalArea?PID=115>.

If you have any questions, or require further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

425 **Email Ref 222**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 25, 2019 5:33:33 PM

To: [REDACTED]

Subject: Update regarding the development of design principles for Southampton Airport's airspace change proposal

Attachments: SOU Stage 1B Follow-up Workshop Feedback Form.docx (796.07 KB), SOU Stage 1B Follow Up Workshop Presentation.pptx (9.5 MB), SOU Stage 1B Initial Workshop Presentation.pptx (5.32 MB)

Dear Sir / Madam,

At Southampton Airport we are proud members of the communities we serve. We work in partnership to achieve a great deal and as we look to the future we want our communities to remain at the heart of our business and decision-making processes. As part of this commitment, we are currently in the process of engaging with stakeholders to seek their views on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. As you'll be aware, along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport.

Over the course of the next three years, as well as engaging with the CAA, NATS, and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport. Given your role as a member of the National Air Traffic Management Advisory Committee (NATMAC), I write to inform you about the process we have undertaken to engage with these regional stakeholders, and to offer you an opportunity to become involved, should you wish to do so.

Thus far, our efforts have been focused on securing feedback on the principles that should guide our decision making when it comes to designing any new routes. To help us do that, we invited a broad range of regional stakeholders to two stakeholder workshops. The first workshop was designed to provide more information on airspace change and to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process. Following a review of initial comments received, the second workshop was designed to seek feedback on a number of draft design principles statements. For your information, I have attached a copy of the presentations shown at each of the workshops.

Given your role as a member of NATMAC, we would welcome any comments you may have on the proposed draft design principles included within this second presentation, and would encourage you to return these to us using the attached feedback form via [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) by 7th August 2019.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040.

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

426 **Email Ref 223**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Thursday, July 25, 2019 2:15:21 PM

To: [REDACTED]

Subject: Southampton Airport: Airspace Design Principles Development Follow-up Workshop

Attachments: Southampton Airport ACP Follow up workshop presentation .pptx (9.5 MB), stage 1b engagement feedback form.docx (888.55 KB), Southampton Airport ACP Stage 1B Follow-up feedback form.docx (794.84 KB)

Dear Sir/Madam,

I write further to our recent stakeholder Follow-up Workshops at which we presented our proposed draft design principles, following feedback from a range of stakeholders on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace.

We appreciate that you were unable to attend this event, but we remain committed to ensuring you have an opportunity to engage with this process moving forwards. To assist with this please find attached a copy of the presentation shown on the day along with two feedback forms where you can provide your thoughts on the proposed design principles as well as how you have found Southampton Airport's engagement process to date. Please return any feedback by Wednesday 7th August 2019.

We will be submitting our design principles to the Civil Aviation Authority (CAA) on 16 August 2019. You will be able to track the progress of Southampton Airport's Airspace Change Process by visiting the CAA's open space portal. This can be viewed by clicking the following link <https://airspacechange.caa.co.uk/PublicProposalArea?pid=115>.

If you have any questions, or require further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

427 **Email Ref 224**

From: [REDACTED]  
Sent on: Tuesday, August 6, 2019 5:53:17 PM  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
CC: [REDACTED]  
Subject: Re: Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July  
Attachments: 19th July SOU ACP Follow Up Workshop 1 Final Summary.pdf (557.07 KB), 23rd July SOU ACP Follow Up Workshop 2 Final Summary.pdf (635.01 KB)

Dear Sirs

Thank you for the notes that you sent summarising the follow up meetings. These are long and comprehensive notes, but we note that they do not list the design principles which you now intend to produce. They show that there was discussion about how the draft design principles should be improved, and they summarise some of the improvements suggested.

We trust that all participants will now be sent a full listing of the draft design principles, for full comment, before they are deemed to be ready to submit to the CAA. This is an important step. You seem to indicate in the documents that some agreement was reached on the principles. This is not the case in our view. There was no forum for agreement, neither was there a vote taken to signify agreement.

We remain concerned that editing may be taking place at this stage and that comments could be ignored if they do not fit with your perceptions of what is desirable to SOU. This CAP 1616 process depends upon transparency and requires that all comments and suggestions should be taken into account. We are particularly concerned that you have chosen to ignore the gliding community's suggestion that FLARM should be considered in some form under electronic conspicuity. The opinion offered by TE1 in the 23rd July meeting that the CAA would not be prepared to consider FLARM prejudices the issue. Should all UK consultations currently in train make the same suggestions then it may be that the CAA would be persuaded to review the matter and possibly introduce a lower classification of conspicuity for specific situations. It is not SOU's prerogative to eliminate considered suggestions at this stage. Attempting to do so undermines our trust in your application of the CAP1616 rules and in the integrity of the process.

We look forward to receiving the draft design principles document for comment shortly. If there is any suggestion that it will be submitted based of what has been consulted upon to date we shall be raising objections.

Yours faithfully

[REDACTED]  
For Bath Wilts and North Dorset Gliding Club  
Representing the British Gliding Association.

On 30 Jul 2019, at 16:38, #SOU Airspacechange <airspace.change@southamptonairport.com> wrote:

Dear [REDACTED]

Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

428 I write further to your attendance at one of Southampton Airport's recent Follow-up Workshops, at which we sought your organisation's views on our proposed draft design principles.

Please find attached a summary of what was discussed by attendees at the Follow-up Workshops on both 19th and 23rd July 2019. Should you have any comments on what is included in the attached reports please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040.

As previously highlighted, we ask that any additional feedback you may wish to provide is sent to us by 7th August 2019.

You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[Redacted]

[Redacted] Southampton Airport



From: [REDACTED]  
 Sent on: Tuesday, August 6, 2019 1:41:34 PM  
 To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
 Subject: RE: Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July  
 Attachments: 23rd July SOU ACP Follow Up Workshop 2 Final Summary.pdf (635.01 KB)

Dear [REDACTED]

This is to raise concerns about a number of points in the 'Follow-up Workshop 2 Final Summary' re: stakeholder workshop on Design Principles 23 July 2019 (attached), as follows. Points 2 and 4 are especially important. Please will you correct the Summary and recirculate to stakeholders?

1. Page 8 para 1: 'A representative of Lasham Gliding Society [LGS] – stated his belief...'. I was the speaker, it was a quote from SOU published information, not a personal 'belief', that there has been a drop in ATMs of 20% from 2008-2018 (not 'in the past'). Also the later statement in that para '...claiming that in 2006 the forecast for 2030 was 93,000 ATM'. It was not 'a claim', it was a statement and a quote from the 2006 masterplan that the forecast was for over 93,000 ATM (actually 96,300). The use of the words 'his belief' and 'claiming' colour the statements in a manner negative to the speaker and should be removed ('claiming' being replaced by 'stated'), also the statement 'in the past' should be changed to 'from 2008-2018'.  
 Page 8 para 4: The use of the word 'extreme' again colours the statement. The point was that the 'SOU's number [of ATMs] are not large for the current airspace and that phrase is preferable. [REDACTED] of NATS then confirmed there is no airspace capacity issue at SOU, but there is an issue in SE England. His statement is incorrectly recorded on page 8 para 6 as saying 'there may not be a capacity constraint at SOU' (emphasis added). Please correct this.
2. Page 12, para 5-8. It was not only LGS which expressed concern that the summary of feedback in the slides has been generalised to such a level that specific inputs have been lost. This point was made by a number of stakeholders and there was general disquiet in the room about it. The minutes should state this.
3. Page 17 paras 4 and 5: Para 4 is muddled. The point made was that for PBN RNAV1 SIDs and STARs (PBN 'procedures') the normal default (following ICAO and CAA separation policies) is Class D, though exceptionally a lower class may be allowed if safety assessments justify. Para 5 was not a stand-alone general comment, it related specifically to the point that Class D is the default for PBN procedures. Please amend accordingly.
4. Page 25, final para: Re: 'agreed amendments to design principles'. Stakeholders were not asked if they agreed that this list was a complete and accurate summary of all their inputs. It is self-evident that this list does not include all the points raised. Further, what does the point 'ALL principles remove shalls and should' mean? Does it mean any requirement to meet the design principles is removed? And the environmental stakeholders would surely never have agreed to 'Delete night flight restrictions'. As I recall, [REDACTED] wrote a number of points on the whiteboard for SOU to consider. This is a long way from being a complete and accurate summary of all inputs agreed by stakeholders.
5. Penultimate para, page 14: [REDACTED] said 'there had been instances where controlled airspace had been disestablished when traffic had not materialised, such as Southend.' This is not borne out by the Southend PIR and should be corrected  
[https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Commercial\\_industry/Airspace/Files/20170623%20Southend%20CAS%20PIR%20FINAL%20Web.pdf](https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Commercial_industry/Airspace/Files/20170623%20Southend%20CAS%20PIR%20FINAL%20Web.pdf)

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 30 July 2019 16:24

To: [REDACTED]

Cc: [REDACTED]

Subject: SOU's reports on 19 and 23 July mtgs) Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

Dear [REDACTED],

Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

I write further to your attendance at one of Southampton Airport's recent Follow-up Workshops, at which we sought your organisation's views on our proposed draft design principles.

Please find attached a summary of what was discussed by attendees at the Follow-up Workshops on both 19th and 23rd July 2019. Should you have any comments on what is included in the attached reports please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040.

As previously highlighted, we ask that any additional feedback you may wish to provide is sent to us by 7th August 2019.

You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

■ **Email Ref 226**

From: [REDACTED]  
Sent on: Sunday, August 4, 2019 2:46:14 PM  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: LGS feedback re: Southampton Airport: Airspace Design Principles Development Follow-up Workshop  
Attachments: Southampton Airport ACP Stage 1B Follow-up feedback from Lasham Gliding Society.pdf (333.03 KB), stage 1b engagement feedback from Lasham Gliding Society.pdf (323.2 KB)

Dear [REDACTED],

Please find attached 'Follow-up feedback' and 'engagement feedback' from Lasham Gliding Society (LGS) following the 23 July 2019 stakeholder mtg on Design Principles.

Regards,

[REDACTED]

[REDACTED]

LGS.

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 25 July 2019 14:36  
Subject: Southampton Airport: Airspace Design Principles Development Follow-up Workshop

Dear Sir/Madam,

I write further to your attendance at our recent stakeholder Follow-up Workshop, at which we presented our proposed draft design principles, following feedback from a range of stakeholders on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace.

Firstly, we would like to thank you for taking the time to take part in the initial stages of Southampton Airport's airspace change process and we value the feedback we have received. All feedback raised at the workshop has been logged but should you have any additional comments, please find attached a copy of the presentation shown on the day along with two feedback forms where you can provide your thoughts on the proposed design principles as well as how you have found Southampton Airport's engagement process to date. Please return any feedback by Wednesday 7th August 2019.

We will be submitting our design principles to the Civil Aviation Authority (CAA) on 16 August 2019. You will be able to track the progress of Southampton Airport's Airspace Change Process by visiting the CAA's open space portal. This can be viewed by visiting the following link <https://airspacechange.caa.co.uk/PublicProposalArea?pID=115>

If you have any questions, or require further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]



433 **Email Ref 227**

From: #SOU Airspacechange <BECGAirspace@glasgowairport.com> on behalf of #SOU Airspacechange  
Sent on: Monday, July 22, 2019 8:34:18 AM  
To: [REDACTED]  
[REDACTED]  
Subject: RE: Follow up design principles workshop

Dear [REDACTED],

Yes, of course. We look forward to engaging with you both tomorrow.

For your information, and by way of a reminder, please see below for details of the workshop. We'd be grateful if you could arrive at 9.45am for a prompt 10.00am start.

On: Tuesday 23rd July 2019  
Between: 10.00am and 1.00pm  
At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG

We will be offering a breakfast for attendees at this event, so I would be grateful if you could let me know you have any dietary requirements that we should be aware of.

Parking at the venue is free, provided that guests register their car registration numbers upon arrival using the keypads available in the Conference area and at Reception.

We look forward to seeing you on 23rd July. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on 0800 298 7040 or contact us via email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 22 July 2019 09:22  
To: #SOU Airspacechange <[airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com)>  
Subject: Follow up design principles workshop

Dorset Gliding Club would like to attend this workshop 23rd July if it is not too late.

Delegates as before [REDACTED].

[REDACTED]

434 **Email Ref 228**

From: #SOU Airspacechange <BECGAirspace@glasgowairport.com> on behalf of #SOU Airspacechange  
Sent on: Friday, July 26, 2019 9:31:09 AM  
To: [REDACTED]  
[REDACTED]  
Subject: RE: Presentation slides from 23rd July Southampton Airport ACP meeting

Dear [REDACTED],

Thank you for your email.

I would expect that the notes of the follow-up workshops will be sent out in the early part of next week.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 25 July 2019 16:35  
To: [REDACTED]  
Subject: Re: Presentation slides from 23rd July Southampton Airport ACP meeting

[REDACTED]

I've received the Powerpoint presentation that you sent out today. Thank you.

My other two questions remain. I look forward to hearing from you.

Regards

[REDACTED]

On 25 Jul 2019, at 12:53, [REDACTED] wrote:

[REDACTED]

I left a phone message with one of your colleagues earlier. Please may i have an electronic copy of the presentation material used on Tuesday last's meeting at Eastleigh. This is fairly urgent.

I was unable to stay beyond 12.00 and would appreciate knowing of anything that come out of the final important part of the meeting when the draft Design Principles were discussed.

Would it be possible also to see the notes of the other consultation meetings that have taken place prior to this week' meeting?

Regards

[REDACTED]  
Bath Wilts & N Dorset Gliding Club representing the BGA.

435 **Email Ref 229**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent on: Wednesday, July 31, 2019 11:40:50 AM  
To: [REDACTED]  
CC: [REDACTED]  
Subject: RE: Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

Dear [REDACTED]

Thank you for your email.

Please accept this note as an acknowledgment that your feedback has been received.

Kind regards,

[REDACTED]

For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 31 July 2019 12:34  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]  
Subject: Re: Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

Thank you for notes of the second workshops on airspace change. The significant issue is setting design principles; I note the amendments set out at the end of the note.

Discussion showed participants considered insufficient emphasis was being placed on reducing, or at least preventing an increase, in overall impact from noise & on air quality. 'Climate change' has become a major political issue. Wording in the proposed principles 'minimise total adverse impacts' does not reflect that priority. The wording of the Environmental objective should recognise that it is concerned with air quality & set as an objective no net increase in emission of those gases harmful to the global atmosphere. Wording along the lines of 'securing climate neutrality' was suggested.

Noise will be a contentious issue. The wording of the principle should again unequivocally require no increase in overall noise -- but that's hard to quantify. The wording does not accept/recognise that the idea of spreading the impact of noise to areas presently lightly affected will be contentious -- the concept of 'equitable' sharing of noise & providing changing routes to give 'respite' should not be taken as reflecting local opinion.

The wording of the 3rd Noise principle needs reconsideration; as worded, it covers two possibly conflicting objectives. The first is 'avoid overflying densely populated residential areas'. Given the Airport's location, that is impossible to achieve. The final approach both north & south is over residential areas. (And does it repeat the intention of the 1st noise objective about impact of aircraft noise on communities?) SCAPPS & other amenity organisations will be concerned with the second intention, avoiding significant noise disturbance in areas of landscape importance which are enjoyed for their tranquility. The objective lists National Parks (New Forest & South Downs) AONBs & a catch-all of 'other noise sensitive areas'. I would suggest either a general description 'areas of landscape importance used for recreation' or adding to the list the coast & major parks & green spaces.

[REDACTED]  
[REDACTED] Southampton Commons & Parks Protection Society

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent: 30 July 2019 16:41  
To: [REDACTED]  
Subject: Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

Dear [REDACTED]

Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

I write further to your attendance at one of Southampton Airport's recent Follow-up Workshops, at which we sought your organisation's views on our proposed draft design principles.

Please find attached a summary of what was discussed by attendees at the Follow-up Workshops on both 19th and 23rd July 2019. Should you have any comments on what is included in the attached reports please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040.

As previously highlighted, we ask that any additional feedback you may wish to provide is sent to us by 7th August 2019.

You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]  
[REDACTED] Southampton Airport



437 **Email Ref 230**

From: [REDACTED]  
Sent: 31 July 2019 15:11  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Fwd: Southampton Airport  
Attachments: Southampton Airport v1.pdf

Dear Sir

A copy of the report I submitted to my organisation CPREHampshire.  
Yours sincerely  
[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Sent on: Tuesday, August 13, 2019 13:11  
To: [REDACTED]  
Subject: RE: Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

Dear [REDACTED]

Thank you for your email. Please see below for a response from SOU to your five points in turn. In each case the document referred to is the 23rd July Final Summary.

1. We have made the amendments you propose to the document in your first point. As such,

Paragraph 1 of Page 8 now reads:

A representative of Lasham Gliding Society – stated that there has been a 20% drop in ATMs from 2008 to 2018 and that there had been a significant reduction in the forecast of ATMs, stating that in 2006 the forecast made for 2030 was 93,000 ATMs. He therefore disagreed with the requirement for more airspace capacity.

Paragraph 4 of Page 8 now reads:

A representative of Lasham Gliding Society – stated that at Lasham Gliding Society they have 64,000 movements per year and that SOU's number of ATMs are not large for the current airspace.

Paragraph 6 of Page 8 now reads:

A representative of NATS – noted that while there is no capacity constraint at SOU, there is a capacity issue in South East England ...

2. We have added a sentence to the end of Paragraph 5 of Page 12 to reflect your second point. This now reads:

A representative of Lasham Gliding Society – added that he did not recognise in the presentation feedback summary thus far some of the points that Lasham had made in their feedback to the first workshop, noting as an example that Lasham do not want chokepoints in Class G airspace to be created or exacerbated. He stated not to see a carrying forward of the specific to the general. There was a general agreement among stakeholders on this point.

3. Paragraph 4 of Page 17 now reads:

A representative of Lasham Gliding Society pointed out that for PBN RNAV1 SIDs and STARs (PBN 'procedures') the normal default (following ICAO and CAA separation policies) is Class D airspace, though exceptionally a lower class may be allowed if safety assessments justify. TE1 was not aware of any specific policy that states Class D airspace is the default for PBN RNAV1 SIDs and STARs but agreed that some form Controlled Airspace is usually required. It was also agreed that historically, Class D had been used for CTR/CTAs. Lasham's representative proposed that the introduction of new technology which may reduce the requirement for Class D airspace is desirable.

4. With regard to your fourth point on the Final Paragraph of Page 25 of the document, in addition to TE1 capturing points on the whiteboard, there were three SOU resources taking full

439 notes of all the inputs and the document captures the detailed feedback from stakeholders in the room throughout the day. One of the participants proposed that the words 'should' and 'shall' be removed from the design principle statements because the aim is to meet as many of the principles as possible. In addition, feedback from both the second-round workshops proposed the removal of the design principle relating night flights because it is not an airspace change matter, but rather a planning condition. Removing the design principle does not mean that SOU intends to make any changes to the night flights planning conditions themselves.

5. With regard to your fifth point, [REDACTED] was referring to when Southend's CAS was disestablished back in 1993. The airport subsequently re-introduced Controlled Airspace in 2015. The paragraph now reads:

TE1 – explained that Stage 7 of CAP1616 requires a post-implementation review (PIR) that is intended to test the extent to which the expected outcomes and benefits of the airspace change have been realised. In this context, there had been instances in which controlled airspace had been disestablished because the expected traffic levels had not materialised. One example relates to operations at Southend airport, where controlled airspace was disestablished in 1993 (before being re-introduced in 2015). TE1 was not aware of any formal review process after the PIR and considered that this would be a for the CAA or DfT.

Yours sincerely,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 06 August 2019 14:42  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: RE: Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

Dear [REDACTED]

This is to raise concerns about a number of points in the 'Follow-up Workshop 2 Final Summary' re: stakeholder workshop on Design Principles 23 July 2019 (attached), as follows. Points 2 and 4 are especially important. Please will you correct the Summary and recirculate to stakeholders?

1. Page 8 para 1: 'A representative of Lasham Gliding Society [LGS] – stated his belief...'. I was the speaker, it was a quote from SOU published information, not a personal 'belief', that there has been a drop in ATMs of 20% from 2008-2018 (not 'in the past'). Also the later statement in that para '...claiming that in 2006 the forecast for 2030 was 93,000 ATM'. It was not 'a claim', it was a statement and a quote from the 2006 masterplan that the forecast was for over 93,000 ATM (actually 96,300). The use of the words 'his belief' and 'claiming' colour the statements in a manner negative to the speaker and should be removed ('claiming' being replaced by 'stated'), also the statement 'in the past' should be changed to 'from 2008-2018'.

Page 8 para 4: The use of the word 'extreme' again colours the statement. The point was that the 'SOU's number [of ATMs] are not large for the current airspace and that phrase is preferable.

[REDACTED] of NATS then confirmed there is no airspace capacity issue at SOU, but there is an issue in SE England. His statement is incorrectly recorded on page 8 para 6 as saying 'there may not be a capacity constraint at SOU' (emphasis added). Please correct this.

2. Page 12, para 5-8. It was not only LGS which expressed concern that the summary of feedback in the slides has been generalised to such a level that specific inputs have been lost. This point was made by a number of stakeholders and there was general disquiet in the room about it. The minutes should state this.

3. Page 17 paras 4 and 5: Para 4 is muddled. The point made was that for PBN RNAV1 SIDs and STARs (PBN 'procedures') the normal default (following ICAO and CAA separation policies) is Class D, though exceptionally a lower class may be allowed if safety assessments justify. Para 5 was not a stand-alone general comment, it related specifically to the point that Class D is the default for PBN procedures. Please amend accordingly.

4. Page 25, final para: Re: 'agreed amendments to design principles'. Stakeholders were not asked if they agreed that this list was a complete and accurate summary of all their inputs. It is self-evident that this list does not include all the points raised. Further, what does the point 'ALL principles remove shalls and should' mean? Does it mean any requirement to meet the design principles is removed? And the environmental stakeholders would surely never have agreed to 'Delete night flight restrictions'. As I recall, [REDACTED] wrote a number of points on the whiteboard for SOU to consider. This is a long way from being a complete and accurate summary of all inputs agreed by stakeholders.

5. Penultimate para, page 14: [REDACTED] said 'there had been instances where controlled airspace had been disestablished when traffic had not materialised, such as Southend.' This is not borne out by the Southend PIR and should be corrected

[https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Commercial\\_industry/Airspace/Files/20170623%20Southend%20CAS%20PIR%20FINAL%20Web.pdf](https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Commercial_industry/Airspace/Files/20170623%20Southend%20CAS%20PIR%20FINAL%20Web.pdf)

Regards,

[REDACTED]

[REDACTED]

LGS.

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 30 July 2019 16:24

To: [REDACTED]

Cc: [REDACTED]

Subject: SOU's reports on 19 and 23 July mtgs) Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

Dear Messrs [REDACTED],

Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

I write further to your attendance at one of Southampton Airport's recent Follow-up Workshops, at which we sought your organisation's views on our proposed draft design principles.

Please find attached a summary of what was discussed by attendees at the Follow-up Workshops on both 19th and 23rd July 2019. Should you have any comments on what is included in the attached reports please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040.

As previously highlighted, we ask that any additional feedback you may wish to provide is sent to us by 7th August 2019.

You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED]

Southampton Airport

442 **Email Ref 234**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Tuesday, July 30, 2019 2:22:50 PM

To: [REDACTED]

Subject: Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

Attachments: 19th July SOU ACP Follow Up Workshop 1 Final Summary.pdf (557.07 KB), 23rd July SOU ACP Follow Up Workshop 2 Final Summary.pdf (635.01 KB)

Dear [REDACTED]

Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

I write further to your attendance at one of Southampton Airport's recent Follow-up Workshops, at which we sought your organisation's views on our proposed draft design principles.

Please find attached a summary of what was discussed by attendees at the Follow-up Workshops on both 19th and 23rd July 2019. Should you have any comments on what is included in the attached reports please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040.

As previously highlighted, we ask that any additional feedback you may wish to provide is sent to us by 7th August 2019.

You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

443 **Email Ref 235**

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent on: Tuesday, July 30, 2019 6:07:02 PM

To: [REDACTED]

Subject: Reports on the ideas raised at the recent Follow-up Workshops on Southampton Airport's Design Principles, held on 19th and 23rd July

Attachments: 19th July SOU ACP Follow Up Workshop 1 Final Summary.pdf (557.07 KB), 23rd July SOU ACP Follow Up Workshop 2 Final Summary.pdf (635.01 KB)

Dear Sir / Madam,

I write further to Southampton Airport's recent Follow-up Workshops, which were held on the 19th and 23rd July 2019, to seek stakeholders' views on our proposed draft design principles. I appreciate that you were unable to attend this event, but we remain keen to offer the opportunities for you to engage with this process moving forwards. As a result please find attached a summary of what was discussed by attendees at the Follow-up Workshops across both dates.

As previously highlighted, we ask that any additional feedback that you may wish to make is provided to us by 7th August 2019.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

[REDACTED] Southampton Airport

From: [REDACTED]

Sent on: Tuesday, August 6, 2019 5:45:34 AM

To: #SOU Airspacechange <airspace.change@southamptonairport.com>

Subject: RE: Reports on the ideas raised at the recent Follow-up Workshops on Southampton Airport's Design Principles, held on 19th and 23rd July

Good morning,

Thank you for the attached summary of recent workshops. The MOD would wish to highlight the following for consideration:

MOD has no specific comment in terms of any requirements to increase capacity however considers it is essential that access to CAS is provisioned for for all airspace users, noting the additional complexities and increased workload that increasing capacity may bring. Any increase in capacity should not come at cost to facilitating access to other airspace users. It is essential that the MOD is guaranteed an ATS and clearance to access and transit any portions of CAS to meet defence operational and training requirements.

The MOD would wish to ensure that any CAS required as part of this change should be minimised and, as above, there should be provision for other airspace users to transit portions of controlled airspace. SOU should also consider the impact changes to CAS may have on any adjacent uncontrolled airspace e.g. traffic funnelling, caused as a result of the change. It is important that all airspace users' needs and requirements are considered in any solution.

The MOD is favour of embracing new technologies and supports Electronic Conspicuity as a concept. The MOD is supportive of flexible use of airspace as a concept.

Noting points 1 and 2 above, the MOD would wish to see a DP included that considers impact of change on other airspace users, ensuring that access to any portions of CAS is provisioned for in any change. The MOD seeks assurance that ATS and access to transit or operate in CAS, can be facilitated for MOD aircraft to meet military operational and training requirements

The MOD recognises the importance of Airspace Modernisation and remains committed to ensuring airspace is used safely, efficiently and flexibly. Airspace modernisation and future airspace design must consider and allow for MOD access to airspace in order to meet future defence requirements. The MOD values the opportunity for continued engagement with Southampton on this ACP.

Please do not hesitate to contact the undersigned if you require any further information.

Kind Regards

[REDACTED]

[REDACTED] | Defence Airspace and Air Traffic Management |

[REDACTED]

From: #SOU Airspacechange <airspace.change@southamptonairport.com>

Sent: 30 July 2019 19:07

Subject: Reports on the ideas raised at the recent Follow-up Workshops on Southampton Airport's Design Principles, held on 19th and 23rd July

Dear Sir / Madam,

I write further to Southampton Airport's recent Follow-up Workshops, which were held on the 19th and 23rd July 2019, to seek stakeholders' views on our proposed draft design principles. I appreciate that you were unable to attend this event, but we remain keen to offer the opportunities for you to engage with this process moving forwards. As a result please find



445 attached a summary of what was discussed by attendees at the Follow-up Workshops across both dates.

As previously highlighted, we ask that any additional feedback that you may wish to make is provided to us by 7th August 2019.

If you have any further questions, or if you require any further information, please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

 Southampton Airport

446 **Email Ref 237**

From: [REDACTED]  
Sent on: Wednesday, August 7, 2019 8:56:00 AM  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Subject: Re: Southampton Airport: Airspace Design Principles Development Follow-up Workshop Feedback

Thanks [REDACTED], very kind.  
Cheers [REDACTED]  
Sent from my iPhone

On 7 Aug 2019, at 09:16, #SOU Airspacechange <airspace.change@southamptonairport.com> wrote:  
Dear [REDACTED],

Thank you for your email.

Please accept this note as an acknowledgement that your feedback has been received – and that your documents are readable.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport

From: [REDACTED]  
Sent: 07 August 2019 08:48  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]  
Subject: Re: Southampton Airport: Airspace Design Principles Development Follow-up Workshop Feedback

Dear Sir/Madam

Feedback regarding Workshop attached. It would be good to know this was received and the file was readable.

Many Thanks  
[REDACTED]  
Compton and Shawford Parish Council

On 25 Jul 2019, at 14:35, #SOU Airspacechange <airspace.change@southamptonairport.com> wrote:

Dear Sir/Madam,

I write further to your attendance at our recent stakeholder Follow-up Workshop, at which we presented our proposed draft design principles, following feedback from a range of stakeholders on how Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace.

Firstly, we would like to thank you for taking the time to take part in the initial stages of Southampton Airport's airspace change process and we value the feedback we have received. All feedback raised at the workshop has been logged but should you have any additional comments, please find attached a copy of the presentation shown on the day along with two feedback forms where you can provide your thoughts on the proposed design principles as

well as how you have found Southampton Airport's engagement process to date. Please return any feedback by Wednesday 7th August 2019.

We will be submitting our design principles to the Civil Aviation Authority (CAA) on 16 August 2019. You will be able to track the progress of Southampton Airport's Airspace Change Process by visiting the CAA's open space portal. This can be viewed by visiting the following link <https://airspacechange.caa.co.uk/PublicProposalArea?PID=115>

If you have any questions, or require further information, please do not hesitate to contact us by email [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](https://airspacechange.caa.co.uk).

Yours sincerely,

 Southampton Airport

From: #SOU Airspacechange <airspace.change@southamptonairport.com> on behalf of #SOU Airspacechange  
Sent on: Wednesday, August 14, 2019 1:50:32 PM  
To: [REDACTED]  
CC: [REDACTED]  
BCC: Southampton Airport <SouthamptonAirport@becg.com>  
Subject: RE: Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

Dear Mike,

Thank you for your email.

We would like to thank you for your engagement with Southampton Airport's airspace change process thus far, and would encourage you to stay engaged in the coming stages.

As you know, Southampton Airport invited a broad range of regional stakeholders, including from the general aviation community, to attend two rounds of engagement workshops. The purpose of these workshops was to seek their views on the issues and opportunities that Southampton Airport should consider at the initial stage of this airspace change process, and the notes taken from these workshops have been provided to you. In addition, opportunities were also extended to stakeholders to provide feedback through forms which could be returned in the post, or via email. The feedback we have received from community representatives and aviation stakeholders during this phase of the process has proved extremely valuable and has played an important role in shaping our design principles.

The design principle statements will shortly be available for you to view on the Civil Aviation Authority's web portal, as part of the wider submission report. We will be informing all stakeholders when this has taken place.

Please be assured that all feedback we have received will be provided to the CAA as part of this report, for their evaluation.

Following the CAA's review of our Stage 1B engagement and outputs at the Define Gateway, we will start Stage 2 of the process: Develop and Assess. During the Develop and Assess stage, we will work with stakeholders to develop a comprehensive list of airspace design options and evaluate them against the design principles as part of an options appraisal. There will therefore be further opportunities for you and others to engage and provide further feedback on this ACP in Stage 2; we will write to you at this time.

Kind regards,

[REDACTED]  
For and on behalf of Southampton Airport.

From: [REDACTED]  
Sent: 06 August 2019 18:53  
To: #SOU Airspacechange <airspace.change@southamptonairport.com>  
Cc: [REDACTED]  
Subject: Re: Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

Dear Sirs

Thank you for the notes that you sent summarising the follow up meetings. These are long and comprehensive notes, but we note that they do not list the design principles which you now intend

449 to produce. They show that there was discussion about how the draft design principles should be improved, and they summarise some of the improvements suggested.

We trust that all participants will now be sent a full listing of the draft design principles, for full comment, before they are deemed to be ready to submit to the CAA. This is an important step. You seem to indicate in the documents that some agreement was reached on the principles. This is not the case in our view. There was no forum for agreement, neither was there a vote taken to signify agreement.

We remain concerned that editing may be taking place at this stage and that comments could be ignored if they do not fit with your perceptions of what is desirable to SOU. This CAP 1616 process depends upon transparency and requires that all comments and suggestions should be taken into account. We are particularly concerned that you have chosen to ignore the gliding community's suggestion that FLARM should be considered in some form under electronic conspicuity. The opinion offered by TE1 in the 23rd July meeting that the CAA would not be prepared to consider FLARM prejudices the issue. Should all UK consultations currently in train make the same suggestions then it may be that the CAA would be persuaded to review the matter and possibly introduce a lower classification of conspicuity for specific situations. It is not SOU's prerogative to eliminate considered suggestions at this stage. Attempting to do so undermines our trust in your application of the CAP1616 rules and in the integrity of the process.

We look forward to receiving the draft design principles document for comment shortly. If there is any suggestion that it will be submitted based of what has been consulted upon to date we shall be raising objections.

Yours faithfully

[REDACTED]

For Bath Wilts and North Dorset Gliding Club  
Representing the British Gliding Association.

On 30 Jul 2019, at 16:38, #SOU Airspacechange <airspace.change@southamptonairport.com> wrote:

Dear [REDACTED]

Follow-up Workshop reports on Southampton Airport's Proposed Design Principles, held on 19th and 23rd July

I write further to your attendance at one of Southampton Airport's recent Follow-up Workshops, at which we sought your organisation's views on our proposed draft design principles.

Please find attached a summary of what was discussed by attendees at the Follow-up Workshops on both 19th and 23rd July 2019. Should you have any comments on what is included in the attached reports please do not hesitate to contact us by email at [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) or via our freephone information line on 0800 298 7040.

As previously highlighted, we ask that any additional feedback you may wish to provide is sent to us by 7th August 2019.

You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

Yours sincerely,

[REDACTED]

Southampton Airport





[REDACTED]  
[REDACTED]  
Tourism South East  
[REDACTED]  
[REDACTED]  
[REDACTED]

11<sup>th</sup> June 2019

Dear [REDACTED],

**Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal**

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we are keen to receive your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

**Why airspace modernisation is important for the south:**

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

**How we are engaging with your organisation**

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes. In order to do this, we have written to **Peter Colling**, from **Tourism Services** at **Tourism South East** inviting them to nominate one representative from your organisation to participate in an Airspace Design Principles Development Workshop. Ideally this nominee would be in a position to engage at subsequent stages of the process. This Workshop will be held on:

**Date: Monday 1<sup>st</sup> July 2019**  
**Time: 2.00pm to 5.00pm**  
**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Given your leading role, we thought it appropriate to make you aware that an offer to engage and participate has been extended to a member of your organisation. In our letter to your colleague, seeking the most appropriate person to engage on airspace change, we have asked whether they could reply



453 with the name of your organisation and one nominated attendee by **17<sup>th</sup> June 2019** to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for your organisation to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the Workshop, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely

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**Southampton Airport**

[REDACTED]  
[REDACTED]  
Solent Local Area Partnership  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

11<sup>th</sup> June 2019

Dear [REDACTED],

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At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

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**How you can become involved:**

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

**Date: Monday 1<sup>st</sup> July 2019**  
**Time: 2.00pm to 5.00pm**  
**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate

455 person we would be grateful if you could reply with the name of your organisation and one nominated attendee by **17<sup>th</sup> June 2019** to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely

[Redacted signature]

[Redacted name]

[Redacted title] **Southampton Airport**

[REDACTED]  
[REDACTED]  
Bournemouth Airport  
[REDACTED]  
[REDACTED]  
[REDACTED]

11<sup>th</sup> June 2019

Dear [REDACTED],

**Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal**

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we are keen to receive your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

**Why airspace modernisation is important for the south:**

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

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**How we are engaging with your organisation**

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes. In order to do this, we have written to **Colin Brown** at Bournemouth Airport, inviting them to nominate one representative from your organisation to participate in an Airspace Design Principles Development Workshop. Ideally this nominee would be in a position to engage at subsequent stages of the process. This Workshop will be held on:

**Date: Thursday 27<sup>th</sup> June**

**Time: 10.00am to 1.00pm**

**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Given your leading role, we thought it appropriate to make you aware that an offer to engage and participate has been extended to a member of your organisation. In our letter to your colleague, seeking the most appropriate person to engage on airspace change, we have asked whether they could reply

457 with the name of your organisation and one nominated attendee by **17<sup>th</sup> June 2019** to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for your organisation to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the Workshop, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely

[Redacted signature]

[Redacted name]

[Redacted title] **Southampton Airport**

[REDACTED]  
[REDACTED]  
Solent Airport  
[REDACTED]  
[REDACTED]  
[REDACTED]

11<sup>th</sup> June 2019

Dear [REDACTED]

**Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal**

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

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**How you can become involved:**

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

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This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely



**Southampton Airport**

[REDACTED]  
[REDACTED]  
Winchester City Council  
[REDACTED]  
[REDACTED]  
[REDACTED]

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As part of this commitment, we would like to hear your authority's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

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The first stage in this process is to seek your authority's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite you to nominate one representative for your authority to participate in an Airspace Design Principles Development Workshop. This will be held on:

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461 This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your authority to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely

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 **Southampton Airport**

[REDACTED]  
[REDACTED]  
Solent Local Area Partnership  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

2<sup>nd</sup> July 2019

Dear [REDACTED],

**Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal**

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before **Wednesday 17<sup>th</sup> July**.

**Next steps - Follow-up Workshops**

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are **two dates** available to choose from:

– **Either** –

**Date: Friday 19<sup>th</sup> July 2019**

**Time: 10.00am to 1.00pm**

**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**

– **Or** –

**Date: Tuesday 23<sup>rd</sup> July 2019**

**Time: 10.00am to 1.00pm**

**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**

To confirm your attendance to one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before **Monday 15<sup>th</sup> July** to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely

[REDACTED]

[REDACTED] **Southampton Airport**

[REDACTED]  
[REDACTED]  
Hampshire Chamber of Commerce  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

2<sup>nd</sup> July 2019

Dear [REDACTED],

**Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal**

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy. For further information on this Strategy, please visit [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before **Wednesday 17<sup>th</sup> July**.

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The purpose of this event will be to seek your comments in response to our draft design principles before we submit our proposed set of design principles to the Civil Aviation Authority. There are **two dates** available to choose from:

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Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely,

[REDACTED]

[REDACTED]  
[REDACTED] Southampton Airport

[REDACTED]  
[REDACTED]  
Bournemouth Airport  
[REDACTED]  
[REDACTED]

28<sup>th</sup> June 2019

Dear [REDACTED],

**Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal**

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

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**Date: Tuesday 23<sup>rd</sup> July 2019**

**Time: 10.00am to 1.00pm**

**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**

At the recent workshop you stated that you would prefer to attend our next event on **Friday 19<sup>th</sup> July 2019**. If you can no longer attend this event or wish to change events, please can you reply via email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before **Monday 15<sup>th</sup> July**.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely

[REDACTED]

[REDACTED]  
[REDACTED] **Southampton Airport**

[REDACTED]  
[REDACTED]  
Xclusive Jets  
[REDACTED]  
[REDACTED]  
[REDACTED]

28<sup>th</sup> June 2019

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**Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal**

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before **Wednesday 17<sup>th</sup> July**.

**Next steps - Follow-up Workshops**

Based on the feedback provided from the initial 'Airspace Principles Development Workshop' we will be developing an initial set of design principle statements. We would like to share these with you at a subsequent 'Follow-up Design Principles Workshop', to get your feedback, before we submit our proposed set of design principles to the Civil Aviation Authority. There are **two dates** available to choose from:

– **Either** –

**Date: Friday 19<sup>th</sup> July 2019**

**Time: 10.00am to 1.00pm**

**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**

– **Or** –

**Date: Tuesday 23<sup>rd</sup> July 2019**

**Time: 10.00am to 1.00pm**

**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**

At the recent workshop you stated that you would prefer to attend our next event on **Tuesday 23<sup>rd</sup> July**. If you can no longer attend this event or wish to change events, please can you reply via email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before **Monday 15<sup>th</sup> July**.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely

[REDACTED]

[REDACTED]  
[REDACTED] **Southampton Airport**

[REDACTED]  
[REDACTED]  
New Forest District Council  
[REDACTED]  
[REDACTED]  
[REDACTED]

11<sup>th</sup> June 2019

Dear [REDACTED]

**Engagement with your organisation regarding the development of design principles for Southampton Airport's airspace change proposal**

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we are keen to receive your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

**Why airspace modernisation is important for the south:**

The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

**How we are engaging with your organisation**

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes. In order to do this, we have written to **Councillor Edward Heron**, the **Cabinet Member for Planning at New Forest District Council**, inviting them to nominate one representative from your organisation to participate in an Airspace Design Principles Development Workshop. Ideally this nominee would be in a position to engage at subsequent stages of the process. This Workshop will be held on:

**Date: Monday 1<sup>st</sup> July 2019**

**Time: 2.00pm to 5.00pm**

**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Given your leading role, we thought it appropriate to make you aware that an offer to engage and participate has been extended to a member of your organisation. In our letter to your colleague, seeking the most appropriate person to engage on airspace change, we have asked whether they could reply

467 with the name of your organisation and one nominated attendee by **17<sup>th</sup> June 2019** to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).

This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for your organisation to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the Workshop, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely



 **Southampton Airport**

[REDACTED]  
[REDACTED]  
Southampton Canal Society  
[REDACTED]  
[REDACTED]  
[REDACTED]

11<sup>th</sup> June 2019

Dear [REDACTED],

**Invitation to participate in the development of design principles for Southampton Airport's airspace change proposal**

At Southampton Airport we are proud members of the communities we serve. Together, we have worked in partnership to achieve a great deal and as we look to the future we want you to remain at the heart of our business and decision-making processes.

As part of this commitment, we would like to hear your organisation's views on the way in which Southampton Airport should progress our part of a UK-wide initiative to modernise the country's airspace. Along with 16 other airports in the south of England, Southampton Airport will be required by the Department for Transport (DfT) and Civil Aviation Authority (CAA) to re-design the departure and arrival routes currently used by the airport. You can find out more about the Airspace Modernisation Strategy by visiting [www.ourfutureskies.uk](http://www.ourfutureskies.uk), [www.southamptonairport.com/about-us/airspace-change-programme](http://www.southamptonairport.com/about-us/airspace-change-programme) and [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk).

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The airspace above southern England is some of the busiest in the world. The DfT has notified aviation stakeholders that the controlled airspace in the region used to support commercial air transport operations is reaching its capacity. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route networks are not upgraded to introduce additional capacity.

The airspace modernisation programme represents the biggest change in how the industry manages its airspace in over 50 years. It will enable us to better manage the airspace around the airport, without compromising on safety, delivering a number of potential benefits such as environmental improvements, noise management and minimising the amount of time aircraft queue, both in the air and on the ground.

**How you can become involved:**

Over the course of the next three years, as well as engaging with the CAA, NATS and the DfT, we will be seeking views from our regional stakeholders surrounding the airport, along with local people and those who use the airport.

The first stage in this process is to seek your organisation's feedback on the principles that should guide our decision making when it comes to designing any new routes.

To help us do that, we would like to invite your organisation to nominate one representative to participate in an Airspace Design Principles Development Workshop. This will be held on:

**Date: Monday 1<sup>st</sup> July 2019**

**Time: 10.00am to 1.00pm**

**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**

We recognise that not everyone will welcome change. The purpose of the workshop is to provide more information on airspace change including the opportunities it presents and any potential constraints that need to be considered. We will also be starting a discussion to gain any relevant input about the design principles we should adopt to guide the development and assessment of different airspace change options later in the process.

Ideally, and where possible, the individual nominated from your organisation would be willing to engage with us at subsequent stages of the process. To allow us to send further details to the most appropriate person we would be grateful if you could reply with the name of your organisation and one nominated attendee by **17<sup>th</sup> June 2019** to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com).



This workshop is the first step in what will be an extensive and transparent process during which there will be numerous opportunities for you to participate. We want you to continue to be part of Southampton Airport's journey and would very much encourage your organisation to participate in this important engagement. Should you have any questions regarding the workshop, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely

A large black rectangular redaction box covering the signature area.A small black rectangular redaction box covering the name.A black rectangular redaction box covering the title.  
**Southampton Airport**

[REDACTED]  
[REDACTED]  
Isle of Wight Airport Sandown (Tower)  
[REDACTED]  
[REDACTED]  
[REDACTED]

28<sup>th</sup> June 2019

Dear [REDACTED],

**Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal**

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. I appreciate you may not have been able to attend this event; however, we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To facilitate your involvement, I would be grateful if you could review the enclosed presentation, which was discussed at the recent Airspace Design Principles Development Workshop, and provide your feedback to the questions indicated on the attached form. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before **Wednesday 17<sup>th</sup> July**.

**Next steps - Follow-up Workshops**

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To confirm your attendance at one of the above Follow-up Workshops, I'd be grateful if you could reply by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before **Monday 15<sup>th</sup> July** to confirm which of these dates you would prefer to attend.

Should you have any questions regarding what is included in this correspondence, please do not hesitate to contact our dedicated engagement freephone information line number on **0800 298 7040**.

Yours sincerely,

[REDACTED]

[REDACTED]  
[REDACTED] **Southampton Airport**

[Redacted]  
[Redacted]  
Specsavers  
[Redacted]  
[Redacted]  
[Redacted]

28<sup>th</sup> June 2019

Dear Mr Davies,

**Invitation to attend 'follow-up' workshop on the development of design principles for Southampton Airport's airspace change proposal**

I write further to our recent correspondence, in which we invited you to attend an initial Airspace Design Principles Development Workshop. Thank you for your recent attendance and contribution to this workshop; we remain committed to ensuring your organisation has the opportunity to provide feedback on how Southampton Airport should progress its part of the UK-wide Airspace Modernisation Strategy.

To further facilitate your involvement, I would be grateful if you could review and provide any additional feedback to the presentation shown at the recent Airspace Design Principles Development Workshop. A copy of this presentation is attached to this correspondence, along with a feedback form highlighting the questions that were raised. Feedback will be used to help draw up our 'Draft Design Principles', which could form a core basis of the airspace change process moving forwards. Please provide any further feedback you may have by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before **Wednesday 17<sup>th</sup> July**.

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Yours sincerely

[Redacted signature]

[Redacted]  
[Redacted] **Southampton Airport**

The below table denotes both the supporting material used as part of this appendices, and the associated reference number.

27 June Aviation Initial Stakeholder Workshop report	REF 1
1 July Community Initial Stakeholder Workshop report	REF 2
1 July Local Government and Business Initial Stakeholder Workshop report	REF 3
19 July Follow-up Stakeholder Workshop 1 – Version 1	REF 4
19 July Follow-up Stakeholder Workshop 1 – Version 2	REF 5
23 July Follow-up Stakeholder Workshop 2 – Version 1	REF 6
23 July Follow-up Stakeholder Workshop 2 – Version 2	REF 7
Initial Stakeholder Workshop PowerPoint Presentation	REF 8
Follow-up Stakeholder Workshop PowerPoint Presentation	REF 9
Initial Stakeholder Workshop Feedback Form	REF 10
Follow-up Stakeholder Workshop Feedback Form	REF 11
Stage 1B Overall Engagement Form to All Stakeholders	REF 12

# **Supporting Documentation Reference 1**

114  
115  
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120  
121  
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Document Overview .....	3
Workshop objectives .....	3
Attendees representing Southampton Airport.....	4
Workshop format and design themes for discussion .....	5
Table Plan and List of Attendees .....	7
Notes from presentation.....	8
Themes for discussion raised by each table.....	9
<i>Table 1</i> .....	9
<i>Table 2</i> .....	13
<i>Table 3</i> .....	17
Notes from summary round up .....	21
<i>Table 1 Summary</i> .....	21
<i>Table 2 Summary</i> .....	23
<i>Table 3 Summary</i> .....	24
Glossary .....	25

## Document Overview

This document is an overview of a workshop held with Aviation stakeholders on Thursday 27 June 2019 regarding the development of design principles for a change in Southampton Airport's airspace. Attendees included persons within the aviation industry representing commercial airports, aviation emergency services, gliding clubs and societies, private chartered aircraft, airlines, industry bodies and helicopter companies.

This document details what potential themes and issues were raised for consideration as part of the development of Southampton Airport's airspace design, for this particular workshop.

Please note that all conversation was summarised in the interests of transparency, although not everything stated by attendees was always applicable to Southampton Airport, the ACP or the Design Principles.

## Workshop objectives

The objectives of the workshops were to:

- Increase awareness and understanding among participants about the need for airspace change and of the process for bringing it about
- To gain an understanding of what key stakeholders believe are the main constraints and opportunities connected with the use of airspace and any proposed changes to airspace use.
- To provide Southampton Airport with an insight into participants perspectives as to what factors should be considered when developing the design principles around changes to airspace.
- To develop a forum which can meet further to assess views on how the above findings are being used to shape and frame the design principles and to enable effective engagement throughout the Airspace Change Process (ACP).



## Attendees representing Southampton Airport

### SOU attendees

- Employee 1: provided an introduction, giving a high-level overview of the ACP process and welcoming all stakeholders present.
- Employee 2: provided additional information to stakeholders' questions where necessary, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.

### Trax attendees

- Employee 1: presented in greater detail how SOU will develop a set of design principles for Southampton Airport's airspace change. This included technical details surrounding the need for the ACP. They were also there to provide additional information to stakeholders' questions, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.
- Employee 2: manned the presentation and took notes throughout the summary discussion, providing additional information to stakeholders' questions, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.

### BECG attendees

- Employee 1: facilitated the room discussion and ensured that all key objectives were met throughout the session.
- Employee 2: facilitated the discussion on Table 1 and minuted the feedback. Asked questions to facilitate the discussion when appropriate.
- Employee 3: facilitated the discussion on Table 2 and minuted the feedback. Asked questions to facilitate discussion when appropriate.
- Employee 4: annotated and facilitated the discussion on Table 3. Asked questions to facilitate discussion when appropriate.

### **Workshop format and design themes for discussion**

As highlighted above, the presentation was given by an employee of Trax, who highlighted the seven themes that were to be outlined and discussed throughout the workshop. Those seven themes were:

- Safety
- Airspace capacity
- Flight efficiency and environmental performance
- Noise management and mitigations
- New technology
- Airspace integration
- Resilience

The following questions were asked regarding the relevant theme:

#### **Safety**

1.1. What do you consider to be particularly important when developing design principles that concentrate on safety?

1.2. Are there any other themes linked to safety that should be considered when developing design principles?

#### **Airspace capacity**

2.1. What do you consider to be particularly important when developing design principles that concentrate on capacity?

2.2. Are there any other themes linked to capacity that should be considered when developing design principles?

#### **Flight efficiency and environmental performance**

3.1. What do you consider to be particularly important when developing efficiency/environmental performance principles?

3.2. Are there any other themes linked to efficiency that should be considered when developing design principles?

#### **Noise management and mitigations**

4.1. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another?

4.2. Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?

### **New technology**

5.1. What do you consider to be particularly important when developing design principles that concentrate on new technology?

5.2. Are there any other themes linked to technology that should be considered when developing design principles?

### **Airspace integration**

6.1. What do you consider to be particularly important when developing design principles that concentrate on airspace integration?

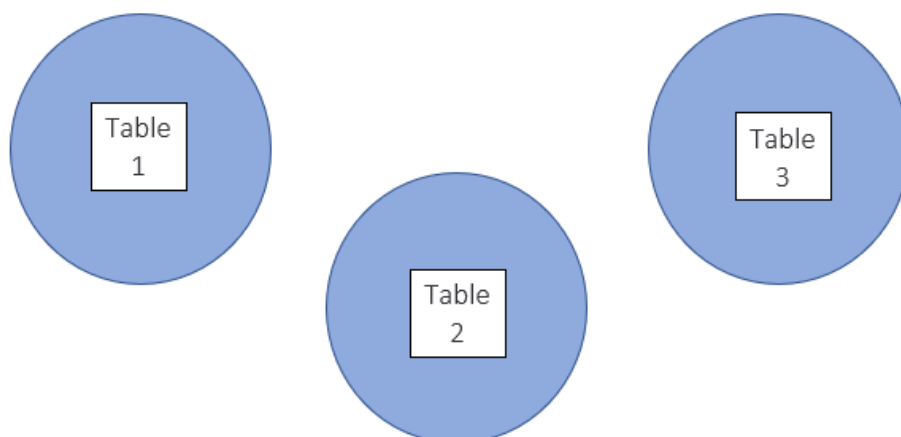
6.2. Are there any other themes linked to integration that should be considered when developing design principles?

### **Resilience**

7.1. What do you consider to be particularly important when developing design principles that concentrate on resilience?

7.2. Are there any other themes linked to resilience that should be considered when developing design principles?

### Table Plan and List of Attendees



		<u>Organisation</u>
<b>TABLE 1</b>	1.	Dorset Gliding Club
	2.	Dorset Gliding Club
	3.	Lasham Gliding Society
	4.	Lasham Gliding Society
	5.	Lasham Gliding Society
	6.	Airspace-4-All
	7.	Goodwood Aero Club
	8.	Bath, Wiltshire and North Dorset Gliding Club
<b>TABLE 2</b>	9.	Gatwick Airport
	10.	Specsavers Aviation
	11.	XJC
	12.	Solent Airport
	13.	Bournemouth Airport
	14.	Bournemouth Airport
	15.	Lee Flying Club
	16.	Vector Aerospace
<b>TABLE 3</b>	17.	Western Air (Thruyton)
	18.	Western Air (Thruyton)
	19.	Old Sarum Airfield
	20.	Farnborough Airport
	21.	Heli Air
	22.	Hampshire Constabulary
<b>Seated as an observer.</b>		Independent Commission on Civil Aviation Noise (OBSERVER)

### Notes from presentation

Prior to breaking away for questioning, an employee of Trax asked the room if they had any pertinent points or questions.

An attendee stated that participants for the day were at a disadvantage when commenting and feeding into the process as they hadn't seen the Statement of Need (SoN) submitted by Southampton Airport. An employee of Trax explained the SoN was publicly available on the CAA's Airspace Change Portal but also read out SoN to the room. Participants were also given the opportunity to see a printed copy. An attendee stated that SoN only allies with Government asking for change and is not necessarily due to need for increase of passenger numbers as per SOU's Masterplan. An employee of Southampton Airport outlined that SOU's expansion process and airspace change process are different processes; the Development Consent Order (DCO) process applies to the delivery of the Masterplan, whereas the ACP process applied amongst other drivers to the implementation of satellite-based technology at the airport. The latter is required to be future proofed to enable sufficient capacity and resilience at the airport, however an employee of Southampton Airport confirmed that the existing Southampton airport airspace is not currently capacity constrained.

### Themes for discussion raised by each table

Each table had a member of staff from BECG there to facilitate and record any issues relevant to the themes discussed. Both tables had 10-15 minutes to discuss each theme, before a nominated person from each table relayed the key points raised. The points raised during these discussions are shown below. They are shown in relation to each design theme for consideration.

**Table 1**

<b>Organisation</b>
Dorset Gliding Club
Dorset Gliding Club
Lasham Gliding Society
Lasham Gliding Society
Lasham Gliding Society
Airspace-4-All
Goodwood Aero Club
Bath, Wiltshire and North Dorset Gliding

**1. What do you consider to be particularly important when developing design principles that concentrate on safety? Are there any other themes linked to safety that should be considered when developing design principles?**

- Airspace redesign should not create chokepoints or exasperate existing chokepoints, particularly for aircraft in class G.
- By allowing aircraft to climb or descend quicker, it should reduce impacts on airspace at a lower level. Lower airspace should be freed as a result.
- It needs to be remembered that the default airspace classification is class G.
- New technologies should enable closer spacing of flight paths to free up more airspace up to 7000ft. The use of new PBNs should make flying safer for all.
- Without current clear baseline/minimum standard for safety being outlined by the CAA or any other relevant authority being understood, it is hard to measure tangible safety benefit.
- All design decisions must be supported by data across the entire airspace change process. Design principles should account for minimum amount of controlled airspace in any region.
- If safety risks increase because of new designs, they need to be reviewed. Safety needs to be objectively viewed. Increase of risk shouldn't be acceptable to any users of the airspace.
- Risk shouldn't be put unduly onto another group to account for smoother operations of another.
- Flying of smaller aircraft shouldn't be stopped just to ensure commercial growth of airports or airlines, even for safety reasons.

- Designs should be as simple as possible. Complicating designs can lead to ATC error.
- Designs should account for visual navigation using landmarks such as main roads. Satellite navigation shouldn't be the only tool used for navigation.
- Methods to reduce airspace infringement needs to be looked at.

**2. What do you consider to be particularly important when developing design principles that concentrate on capacity? Are there any other themes linked to capacity that should be considered when developing design principles?**

- The need for increased capacity questioned when traffic figures, not passenger numbers, have declined at SOU over recent years.
- SOU does not mention specific traffic forecasts in their SoN and this presentation discusses requirement for greater capacity.
- Capacity must be considered of all airspace, not just for certain users. Holistic view must be undertaken for all users. Airspace modernisation should ensure that ATC has the capacity to handle VFR zone transits, not just the capacity to handle their commercial movements.
- Often class G aircraft are denied access to controlled airspace and struggle to land at their own strips. There needs to be focus on design to allow shared use of airspace between Class G and other commercial aircraft.
- Airports tend to be optimistic in their forecasts. If all airports forecasts were combined, the total number of movements does not feel realistic.
- Changes to airspace design solely because of projected increased flight numbers need to be accounted for independently.
- Designs need to account for future technology, and in particular - drones.
- Oxford, Bride and Exeter airports are all not listed within the 16 airports shown on FASI South. This is concerning as clearly their operations interact with other nearby airports. CAA need to revisit FASI South groupings.

**3. What do you consider to be particularly important when developing design principles that concentrate on flight efficiency and environmental performance? Are there any other themes linked to efficiency that should be considered when developing design principles?**

- Greater environmental performance and flight efficiency can be achieved through designs that don't create chokepoints.
- Commercially, continuous climb profiles make sense.
- Efficiency of all aircraft profiles should be identified not just commercial aircraft.
- Factors that fashion delays are important to account for, particularly incoming traffic from the north to SOU.
- Reducing environmental impact crucial.
- Steeper climbs should reduce airspace constraints.
- False to say that PBN is better. Tracking between buildings etc. could add more track miles to a lot of journeys and therefore less efficient.
- Flexible use of airspace is used in Germany but requires large collaborative effort between airspace users, designers and controllers to work. Any design change should look to account for all user needs, not just the change sponsors commercial need.

**4. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another? Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?**

- New systems of arrivals/departures will need to stick to routes. As capacity isn't currently an issue at SOU, they aren't constrained by number of routes used in a day.
- Increasing the number of routes causes other issues associated with integration/segregation. More routes for respite may need more CAS.
- More CAS which keeps GA traffic down lower for longer, needs to also consider the impacts of noise from the GA aircraft, not just from the commercial operation.
- It might be good to use alternate routes across differing time frames to spread the impact across different communities e.g. heavily used over one area for 9 months and then lightly used for 9 months. The reason a 9-month window would be ideal is it wouldn't mean that impacts are focused upon defined months of the year/seasons. A homeowner might not want heavy air traffic flying over their property in only summer months etc.

**5. What do you consider to be particularly important when developing design principles that concentrate on new technology? Are there any other themes linked to technology that should be considered when developing design principles?**

- Industry should carry the cost of any additional technology implementation across all aircraft. It is unfair for that cost to be shared when the need for technology development and ACP comes from growth in commercial aircraft numbers.
- Drones are an issue, both now and going forward. Designs should account for future use and safety. The development of technology for use in airspace design needs to account for other advances in aviation technology which can complicate or aid the workloads of ATCO's.
- Default setting should not be Class D for new airspace use.
- ACP's should be pre-determined using firm, committed plans and not based around something that does not exist yet.
- EC an issue for smaller aircraft. EC debate must include use of wide range of technologies, not just a narrow band.
- ATC surveillance should take account of different types of EC devices, especially ADS-B. This should mean greater acceptance of aircraft into controlled airspace.
- As part of the ACP process, there is a worry that airports will be trying to 'grab' airspace as class D minimum requirement, and thus shrinking the airspace that lower class aircraft can operate in. Technologies need to help all types of aircraft and allow a large programme of integration.



**6. What do you consider to be particularly important when developing design principles that concentrate on airspace integration? Are there any other themes linked to integration that should be considered when developing design principles?**

- Respite in flight paths is an issue, both at present and as part of any design solution. Multiple respite routes for commercial airliners will result in restricting airspace for other users.
- Design should start with a default Class G, then figure out which changes can be made to allow all aircraft into the most amount of airspace. Minimum operational need needs to be established with Class G shown more tolerance.
- Needs to be a broad spectrum which allows integration of other users. Requirements need to be mandated.
- Class D areas don't need to encompass everywhere near the airport, only the entry/exit routes. This needs to be a key consideration for any future design. The areas that aren't on the flight path but are close to the airports can be freed up for classes lower than class D.
- EC strategies are based on future ideas which aren't feasible and there needs to be a reality check considered for ACP. CAA future strategy is everyone/every aircraft visible to everything via one common EC system which simply isn't realistic.
- You need different EC methods to be extended based on profiles as this has a large bearing on integrated airspace. Not everyone can have transponders on their planes and if they do, then everyone needs collision avoidance technology etc. Tech needs to account for safety as a paramount priority, as well as the needs of all aircraft users.
- EC isn't a complete solution to airspace issues. All design principles should seek to maximise eventualities/solutions. In current environment, this seems that we can't input into design from a tech perspective.
- Would like a minimisation of class D airspace and maximisation of Class G. Change in paths need to account for everyone not just commercial airliners.
- ATC must have the capacity to handle and integrate VFR traffic, provide crossing clearances etc

**7. What do you consider to be particularly important when developing design principles that concentrate on resilience? Are there any other themes linked to resilience that should be considered when developing design principles?**

- Not good to operate at capacity.
- Design must be future proofed for future movements and technology developments. This process shouldn't be revisited any time soon.
- Airspace shouldn't be designed for emergencies and should be designed for day-to-day efficiencies for all. Any 'spare' airspace is unacceptable just to account for potential disruption. If proposal is to create airspace for resilience, a large consequence is that it will restrain airspace in other locations. Benefits vs adverse impacts to other users need to be considered and not disregarded.
- Needs to be a clear principle from SOU as to what they wish to achieve capacity wise as SOU aren't currently operating a maximum capacity.
- Base technologies can't be commented on just yet.

Table 2

<b>Organisation</b>
Gatwick Airport
Specsavers Aviation
XJC
Solent Airport
Bournemouth Airport
Bournemouth Airport
Vector Aerospace
Lee Flying Association

**1. What do you consider to be particularly important when developing design principles that concentrate on safety? Are there any other themes linked to safety that should be considered when developing design principles?**

- Need to secure capacity for special VFR transit and securing capacity for special VFR in class D, as this is at capacity. The maintenance of separation between VFR traffic is key.
- Infringements made by of SOU's airspace are of concern. Airspace should be designed so safe for all aircraft, not just commercial.
- Keen to see a decrease in the probability of aircraft getting close to one another. Need displacement of tracks, not just vertical separation. We need to facilitate VFR traffic through safe expedition and a holistic view. Important for emergency service aircraft.
- Concern regarding the squeeze of airspace on GA.
- Need more than one route to accommodate VFR traffic. Need resilience built in to enhance safety of GA operations.
- Simplicity of airspace design reduces infringement.
- Change needed to make aircraft more conspicuous in an electronic sense.
- Need joined up thinking with other airports when it comes to design.

**2. What do you consider to be particularly important when developing design principles that concentrate on capacity? Are there any other themes linked to capacity that should be considered when developing design principles?**

- If you take too much Class G airspace, you may have an impact on safety.
- Need to be joined-up thinking between airports.
- To be refused access due to ATC workload is unacceptable. Often hard to secure radar clearance. Capacity should revolve around ATCO numbers.
- Implementation of PBN gives more capacity. Be mindful of environmental and noise aspects – provide more than one route.
- Secure resilience through additional routes.
- Scheduling of capacity is key, particularly with so many airports close together in the South.

- Airspace for training needed. Within any future design, the holding capacity for daily operations is needed.

**3. What do you consider to be particularly important when developing design principles that concentrate on flight efficiency and environmental performance? Are there any other themes linked to efficiency that should be considered when developing design principles?**

- In the US they climb much faster for environmental reasons. Suggest design on leading edge of aircraft technology and design – suggested we set minimum performance targets for climbs to allow faster climb. Where an aircraft does not have this performance, could we have a range of gradients and optimise? In order to optimise you might need to mandate new gradient profiles.
- From a VFR perspective, we need a greater distance between conspicuous air and non-conspicuous aircraft. Opportunity to say that to enter new controlled airspace you must be conspicuous. If you cannot, then that aircraft must use a different route.
- When it comes to arrivals, an arrivals regime needs to be considered. Vectoring requires workload and is less environmentally friendly.
- A current issue is the unpalatable design of airspace between ground level and 2,000 ft. Balance needs to be struck between GA and CA.
- Opportunity to design airspace around modern aeroplanes, not those of the 1950s.
- Modern aircraft with a curved approach may be the answer; means you may not need to get as far out as 11 miles before descending.
- Greater consistency in how ATC's direct people need – new standard procedure.
- Airspace design should be simple and straightforward.

**4. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another? Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?**

- Need mix of routes for range of traffic being managed.
- PBN routes now very accurate so will be more of a concern. PBN routes are not random and they could go over same house every time.
- Consider where you can offer meaningful relief e.g. Time dimension on multiple routes e.g. during evenings.
- Designs should start with a 'blank paper' with net gains for everyone to minimise the effects on most people.
- Minimum climb gradient and integration with airports to avoid issues. Human ATC use well practiced routes whereas algorithms and joined-up technology means variety.
- Should be able to reduce separation and volume of Class D Airspace.
- Most people complain about aircraft noise at low-level; slow GA flights, for example, Harvard's and need to consider GA single-engine piston and helicopter.
- Most complaints are about GA and helicopters as they are held. Design of airspace should efficiently integrate GA routes to avoid GA holds.

**5. What do you consider to be particularly important when developing design principles that concentrate on new technology? Are there any other themes linked to technology that should be considered when developing design principles?**

- Electronic conspicuity is integral to modern airspace and advised use of Memorandum of Understanding to facilitate. This standpoint was split across the table.
- Avoid restrictions on operators but use technology to make it more efficient. It will be difficult to integrate everyone, but we should make the most of it.
- Airspace is trying to catch up with airlines and aircraft technology.
- Use of data link to facilitate more efficient transit between aircraft advised; enhance safety by using routes no one else will be using and which should be exclusive to the airport.
- Consider unofficial technology currently used by aircraft right now – and those who cannot use ATS. Use of mobile data could increase capacity.
- More traffic services for GA.

**6. What do you consider to be particularly important when developing design principles that concentrate on airspace integration? Are there any other themes linked to integration that should be considered when developing design principles?**

- Priority should be to facilitate all users. Need enough ATM capacity and inclination – would like ATMs with presumption of yes to GA access.
- Consider lower airspace radar too. Would like to see integration of flight strip system where info on flights is shared automatically, like in France where they have one ANSP. Joined-up thinking to deliver better quality airspace radar system is needed. Currently, having multiple conversations causing greater inefficiency. Rarely get handover when passing from one to next.
- Ensure airspace integration works for everyone so that if you take from GA you give back elsewhere. This is an opportunity to integrate operational ATM system not just airspace.
- Concerns about who fronts the cost for these changes.

**7. What do you consider to be particularly important when developing design principles that concentrate on resilience? Are there any other themes linked to resilience that should be considered when developing design principles?**

- Keep sufficient conventional navigation as a back-up to new satellites.
- There is a certain amount of terminal and runway capacity. SE England is a special case given the number of airfields in one place.
- GNSS was number 5 on UK Infrastructure Risk Register – surprised at move to increasingly rely on this given risk of solar flares. Should we be removing ground based NAVaids?
- Weather requires a greater degree of resilience. Need to account for multiple routes at any one time. Others suggested two distinct routes that are sufficiently separated would be acceptable.

- Compromise between creating considerable resilience and detriment to noise, environment. A balance needs to be struck.

Table 3

<b>Organisation</b>
Western Air (Thrupton)
Western Air (Thrupton)
Old Sarum Airfield
Farnborough Airport
Heli Air
Hampshire Constabulary

**1. What do you consider to be particularly important when developing design principles that concentrate on safety? Are there any other themes linked to safety that should be considered when developing design principles?**

- RE helicopters - need to be able to transit with gas and oil pipeline surveillance; cannot diverge from the route of the pipeline. Any redesign below 2000ft could impact helicopter operators, which could in turn affect noise levels on the ground due to holding.
- There must be some lateral expansion of Solent/SOU CTA to the North. What classification of airspace will this be? No more than class D, presumably, or a more VFR-friendly Class E? Current airspace could be redesigned to release some Class D airspace in the CTA by adjustment of base levels.
- Aircraft performance has moved on from original airspace design.
- No expansion of existing controlled airspace and simplification of controlled airspace which prevents people from having to think too much and reduces infringements.
- Don't create a design which creates bottlenecks.
- Changing airspace should involve consideration of visual reporting points.
- Number of air traffic controllers is very important.
- Concerned about the interests of gliders being overrepresented, as they don't fly as low as Heli pilots.
- Conflicts with military airspace need to be addressed.

**2. What do you consider to be particularly important when developing design principles that concentrate on capacity? Are there any other themes linked to capacity that should be considered when developing design principles?**

- Important to reduce pinch points.
- Having enough ATCOs remains important. In past low resources has meant access to CAS restrictions.
- Ability to accommodate both IFR and VFR traffic is important. ATS unit must be sufficiently managed to offer service to both VFR and IFR traffic.
- Thrupton are considering the possibility of a GNSS approach. If SOU wanted to expand north or lower airspace to the north, that could jeopardise Thrupton's opportunities for SE approach in the future. These landmarks are easily seen by pilots visually, so expanding airspace can deny these visual markers.
- Need to be mindful of parachuting in Old Sarum is at 15000ft.

- Concern that other airports are overestimating future capacity and that desire for increased capacity is unnecessary.
- SOU doesn't have adequate controlled airspace at the moment so CTA expansion must be considered, particularly in the Winchester orbit. Most speculated traffic is from the north.

**3. What do you consider to be particularly important when developing design principles that concentrate on flight efficiency and environmental performance? Are there any other themes linked to efficiency that should be considered when developing design principles?**

- Maintaining closer hold spots to SOU for helicopters would be beneficial. If not holds will be for longer and cause more impact.
- To reduce environmental impact, it's considered that a reduction of CTA to the NE is essential, albeit a managed one.
- Efficiency is allied to safety and particularly capacity, due to SOU's need for circling aircraft to the north to lose height, directly impacting airspace capacity.
- Over-reliance on GPS a concern, couple with lack of ground satellites. It won't take much to inhibit the ability of aircraft to divert.
- Q400 could operate at higher level, but Airbus 320 and 737 could not accept steeper descent. Q400 could probably adequately handle 5 degrees, but bigger jets couldn't.
- Spare capacity must be provided – efficiency means different things to different people

**4. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another? Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?**

- Need to avoid expanding controlled airspace to accommodate respite routes. Doubling number of routes would mean expansion of existing airspace which isn't good.
- Focus should be on continuous climbs and descents; this would ally with previous government policy to get planes up and down quickly.
- People want less noise because the potential for aircraft noise encounters is constantly going up.
- Noise complaints tend to come from small numbers of people, who complain regularly. Complaints are often centred around people's lifestyles.
- Pinch points, both vertical and lateral, is important to concentrate on. Not just important that controlled airspace is minimised, but that it's directed to avoid the creation of pinch points. Any expansion must include increase in ATCOs.

**5. What do you consider to be particularly important when developing design principles that concentrate on new technology? Are there any other themes linked to technology that should be considered when developing design principles?**

- Technology is there to facilitate continuous climbs and descents.

- Loss of any ground based NAVAIDS which SOU has an NDB or a VOR/DME denies us resilience and backup/support. Primarily, they're used for training, but equally to keep clear of SOU's controlled airspace. If we can't do that, we'll have to rely on either our own technology or ATCs – linking back to the need for enough ATCs.
- If ground based NAVAIDS are withdrawn, what is there to protect against the failure of new technology?
- DME is very useful for keeping out of controlled airspace, reducing the workload on ATC
- When we track down, it's surprising to see how difficult it is to avoid SOU when also trying to avoid gliders at Lasham. It's difficult to stay within the relatively tight margins. This is even more difficult when attempting to avoid Shoreham.

**6. What do you consider to be particularly important when developing design principles that concentrate on airspace integration? Are there any other themes linked to integration that should be considered when developing design principles?**

- Need to handle VFR traffic without pinching them down too much.
- Added complication is that there are two separate entities – SOU and BOH – sharing Solent CTA. There needs to be close and early interface between both, which are currently both going separately with separate ACPs. There needs to be a joint presentation of SOU and BOH's aspirations to the group present today.
- Although they need to be integrated, we as users need to know which entity we're interfacing with – difficulty of knowing which frequency to listen to. Important to make sure that the approaches are integrated, but that it's clearly delineated for users to know who they should be talking to.
- Issue is integration of SOU's Class D airspace and NATS' class A airspace which is going to have a strong influence on how much SOU's CTA will need to expand laterally – the more clearance from NATS to lower their Class A, it may impact favourably on SOU's ability to expand laterally.
- There's room to disestablish some of existing CTA but there's a problem where SOU and BOH overlap.

**7. What do you consider to be particularly important when developing design principles that concentrate on resilience? Are there any other themes linked to resilience that should be considered when developing design principles?**

- Important to consider what contingency measures are going to be put in place for satellite-based systems. Air-based systems aren't necessarily sufficiently reliable.
- What provision is going to be made for systems failure in the case of transit-based flight, which won't involve significant diversion around controlled airspaces?
- Design principles they need to make provision for the loss of ground-based systems, for example in poor weather.
- GA operating outside of controlled airspace, when a GPS goes down with a loss of NAVAIDS the backup navigation has disappeared. SOU needs to think of how they'll maintain safety.
- Not practical to remove ALL the ground-based systems.



- We're assuming SOU will retain its radar system and have enough staff to manage situations, if and when they arise.

## Notes from summary round up

Once all tables had concluded their group discussions, a representative from each table was selected by other members on their table to present the highlights and key themes to their discussion, referring to each design theme.

### Table 1 Summary

#### Safety

- This is taking place in the context of transformation of the upper airspace. Of the view that we should let upper airspace change mature first.
- Electronic conspicuity is still immature and so communications need to work with current technology
- Need to find the optimal centre of gravity between GA and commercial – not just deliver for one.
- We have no insight into the realities of SOU's expansion aspirations (numbers). It will be necessary to see real figures on this.
- Without baseline of risk it is impossible to discuss safety – need formal baselines so we can all participate. Need the total system perspective though, not just SOU.
- Simplify airspace structure as much as possible to avoid complications. A complex airspace structure will put more pressure on pilots.
- Maximising integration / minimising segregation - it can look very different from different perspectives

#### Capacity

- Must talk about future routes of air traffic – real number for requirements not just aspirations and estimates.
- Practical volumes need to be discussed, not just imagined. Realistic forecast numbers must be issued. At present it appears that future volumes are highly optimistic, if imagined this will place undue workload on ATCOs.

#### Flight efficiency and environmental performance

- Total system concept to be considered. Squeezing airspace on one can have large increased enviro impacts. If you introduce new CAS it could force GA into operating in more constrained environment
- Trade-offs need to be understood.

## Noise

- Respite and CAS for respite could increase noise made by GA.
- Secondary effects to be considered. Access to controlled airspace needs to be maximised.
- A neat distinction of airspace may not be feasible to make efficient flight patterns etc.

## Technology

- Drone tech essential to be considered as future proofing etc.
- PBN involves CAS – would like to see the irreducible minimum amount of controlled airspace to be found which maximises access to GA – asked that we look on a case-by-case basis to identify interoperability.

## Integration

- Taking place against a wider landscape in terms of airspace design. Upper airspace transformation.
- EC and tech conversations are at early stage. Need to be practically minded when considering design.
- Needs to be a centre of gravity amongst stakeholders – integration vs exclusion.
- Stressed the need to involve the ‘u-airspace drone community.’

## Resilience

- Resilience: is it for necessity or convenience? Delays are a part of any normal system and airspace should not be permanently squeezed to make potential improvements which will be so infrequently used.
- Do not design airspace for emergency situations. This would constrain GA unnecessarily.

## Table 2 Summary

### Safety

- Airspace should be deconflicted by design and should build in layers of safety; need an element of electronic conspicuity; need to use technology and business behaviour to improve safety.
- Current limitation is we have reduced ability for all GA to be able to fly in controlled airspace due to EU regulation (Mode S transponders) - how do we facilitate the ability to accommodate the non IFR users in Class D airspace?

### Capacity

- PBN needs to be more smartly applied. We need to plan routes based on advanced planes, not lowest common denominator.
- Need to design greater ATC capacity to handle both CAT and GAT.
- Erosion of Class G a concern.

### Flight efficiency and environmental performance

- Use of curved approaches may be appropriate.

### Noise

- Discussed merits of using multiple routes.

### Technology

- Suggested a design that works for everyone.
- Consider how we grant access to CAS for GA.
- PBN - the application of datalink and ADS-B as well.

### Integration

- Integration and cross coupling of all things involved not to isolate them.

### Resilience

- Resilience for necessity vs convenience – delays are a part of any normal system.

## Table 3 Summary

### Safety

- Question any justification for the expansion of SOU's Control Zone. Current concept of two controlled zones should stay so will need CTA, but expansion of CZ is not warranted. All modernisation can be handled within current CZ. However, the current CTA zone is not fit for purpose. Change the airspace, but do not expand the airspace.
- Staff resources for managing airspace are insufficient – when responsible for airspace it is reasonable to expect among GA that SOU efficiently manage the airspace. Please provide visual demarcation of controlled CA for GA to avoid.
- Avoid bottlenecks and pinch points where possible.

### Capacity

- Adequate access for helicopters – there are somewhat inordinate restrictions on helicopters. London handles helicopters better.

### Flight efficiency and environmental performance

- Steeper approaches for general use are considered not to be practical
- Adequate access for helicopters due to their low altitude.
- Some odd restrictions are put on helicopters and are held off the runway centrelines
- Compare London with SOU. SOU are behind on their integration of helicopters which affects environmental performance.

### Noise

- Facilitation of continuous climb and descent within CAS would be welcome
- Respite routes without considerable expansion of SOU CA is a non-starter. Will not be practical.

### Technology

- What happens in the event of technological failure? You need to keep some ground-based navigation.
- Staff resources to facilitate access to CAS key.

### Integration

- hope that SOU and BOU will give joint presentation on their options for their ACPs.
- How flexible will NATS be on Class A airspace?

### Resilience

- Important to account for potential technology failures in design.

Glossary

<u>ACP</u>	Airspace Change Proposal / Process
<u>AGS</u>	AGS Airports Ltd
<u>ANSP</u>	Air Navigation Service Provider
<u>ATC</u>	Air Traffic Controller
<u>ATM</u>	Air Traffic Management
<u>ATZ</u>	Aerodrome Traffic Zone
<u>BOH</u>	Bournemouth Airport
<u>CA</u>	Civil Aviation
<u>CAA</u>	Civil Aviation Authority
<u>CTA</u>	Control Areas
<u>DME</u>	Distance Measuring Equipment
<u>EC</u>	Electronic Conspicuity
<u>GA</u>	General Aviation
<u>GBAS</u>	Ground Based Augmentation System
<u>GBN</u>	Ground Based Navigation
<u>GNSS</u>	Global Navigation Satellite System
<u>GPS</u>	Global Position System
<u>ILS/MLS</u>	Instrument/Microwave Landing System
<u>IOW</u>	Isle of Wight
<u>IRT</u>	Instrument Range Testing/Test(s)
<u>LARS</u>	Lower Airspace Radar Service
<u>MATZ</u>	Military Aerodrome Traffic Zone
<u>NATS</u>	National Air Traffic Services
<u>NAVAIDs</u>	Ground-based navigational aids
<u>NDB</u>	Non-Directional Beacon
<u>PBN</u>	Performance-based navigation
<u>SON</u>	Statement of Need
<u>SOU</u>	Southampton Airport
<u>UHF</u>	Ultra-High Frequency
<u>VFR/IFR</u>	Visual Flight Rules/Instrument Flight Rules
<u>VOR</u>	VHF (Very High Frequency) Omni-Directional Range (VOR)

# **Supporting Documentation Reference 2**

2020



built  
environment  
communications  
group



Document Overview .....	2
Workshop objectives .....	2
Attendees representing Southampton Airport.....	3
Workshop format and design themes for discussion .....	4
Table Plan and List of Attendees .....	6
Notes from presentation.....	7
Notes from each table .....	8
<i>Table 1</i> .....	8
<i>Table 2</i> .....	13
Notes from summary round-up .....	17
<i>New themes for consideration</i> .....	17
<i>Table 1 Summary</i> .....	18
<i>Table 2 Summary</i> .....	19
<i>Closing comments regarding the workshop</i> .....	20
Glossary .....	21

## Document Overview

This document is an overview of a workshop held with Community and Interest stakeholders on Monday 1<sup>st</sup> July 2019 regarding the development of design principles for a change in Southampton Airport's airspace. Attendees included community stakeholders representing local schools, residents' associations, the Campaign to Protect Rural England, and the National Farmers' Union.

This document details what potential themes and issues were raised for consideration as part of the development of Southampton Airport's airspace design principles, for this particular workshop.

Please note that all conversation was summarised in the interests of transparency, although not everything stated by attendees was always applicable to Southampton Airport, the ACP or the Design Principles.

## Workshop objectives

The objectives of the workshops were to:

- Increase awareness and understanding a-mong participants about the need for airspace change and of the process for bringing it about.
- To gain an understanding of what key stakeholders believe are the main constraints and opportunities connected with the use of airspace and any proposed changes to airspace use.
- To provide Southampton Airport with an insight into participants perspectives as to what factors should be considered when developing the design principles around changes to airspace.
- To develop a forum which can meet further to assess views on how the above findings are being used to shape and frame the design principles and to enable effective engagement throughout the Airspace Change Process (ACP).

## Attendees representing Southampton Airport

### SOU attendees

- Employee 1: provided an introduction, giving a high-level overview of the ACP process and welcoming all stakeholders present.
- Employee 2: provided additional information to stakeholders' questions where necessary, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.
- Employee 3: observed the session and provided additional information in response to stakeholders' questions, where necessary.

### Trax attendees

- Employee 1: presented in greater detail how SOU will develop a set of design principles for Southampton Airport's airspace change. They presented technical details surrounding the need for the ACP and was also there to provide additional information to stakeholders' questions, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.
- Employee 2: manned the presentation and took notes throughout the summary discussion. They also there to provide additional information to stakeholders' questions, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.

### BECG attendees

- Employee 1: facilitated the room discussion and ensured that all key objectives were met throughout the session.
- Employee 2: facilitated the discussion on Table 1 and minuted the feedback. Asked questions to facilitate the discussion when appropriate.
- Employee 3: facilitated the discussion on Table 2 and minuted the feedback. Asked questions to facilitate discussion when appropriate.

### **Workshop format and design themes for discussion**

As highlighted above, the presentation was given by an employee of Trax, who highlighted the seven themes that were to be outlined and discussed throughout the workshop. They also asked stakeholders at the end of the session if there were any additional themes we should consider. The initial seven themes discussed were:

- Safety
- Airspace capacity
- Flight efficiency and environmental performance
- Noise management and mitigations
- New technology
- Airspace integration
- Resilience

The following questions were asked regarding the relevant theme:

#### **Safety**

1.1. What do you consider to be particularly important when developing design principles that concentrate on safety?

1.2. Are there any other themes linked to safety that should be considered when developing design principles?

#### **Airspace capacity**

2.1. What do you consider to be particularly important when developing design principles that concentrate on capacity?

2.2. Are there any other themes linked to capacity that should be considered when developing design principles?

#### **Flight efficiency and environmental performance**

3.1. What do you consider to be particularly important when developing efficiency/environmental performance principles?

**3.2. Are there any other themes linked to efficiency that should be considered when developing design principles?**

#### **Noise management and mitigations**

4.1. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another.

4.2. Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?

### **New technology**

5.1. What do you consider to be particularly important when developing design principles that concentrate on new technology?

5.2. Are there any other themes linked to technology that should be considered when developing design principles?

### **Airspace integration**

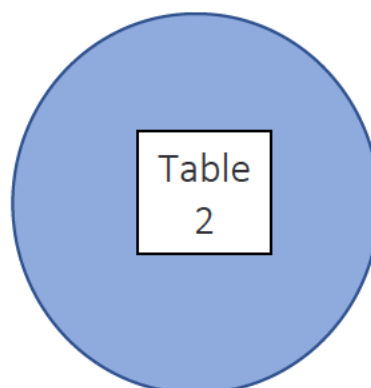
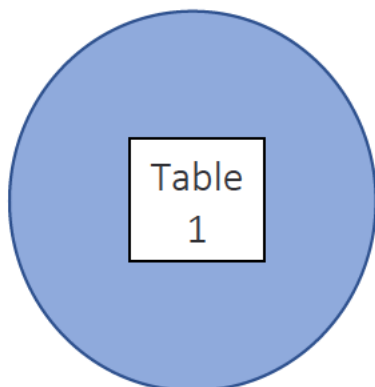
6.1. What do you consider to be particularly important when developing design principles that concentrate on airspace integration?

6.2. Are there any other themes linked to integration that should be considered when developing design principles?

### **Resilience**

7.1. What do you consider to be particularly important when developing design principles that concentrate on resilience?

7.2. Are there any other themes linked to resilience that should be considered when developing design principles?

Table Plan and List of Attendees

		<u>Organisation</u>
<b>TABLE 1</b>	1.	Southampton Commons and Parks Protection Society
	2.	Bitterne Park School
	3.	Campaign for the Protection of Rural England, Hampshire
	4.	Natural England
<b>TABLE 2</b>	5.	National Farmers Union South East
	6.	Wickham Society
	7.	Cherbourg Primary School, Eastleigh
	8.	Townhill Park Residents' Association

### Notes from presentation

Following a short introduction from an employee of Southampton Airport, an employee of Trax asked the room if they had anything to add or any questions.

An attendee asked if there would be an increase in air traffic. An employee of Trax stated that the assumption is that there will be an increase in total flights. The attendee followed by asking to what degree will the new routes be saturated. The employee of Trax reassured the audience that there will be a targeted discussion about traffic growth and capacity, at a later stage during the workshop.

An attendee asked if anything was yet set in stone in terms of outcomes or decisions. An employee of Trax described the CAA process, how this is the first stage of that process, and how SOU are at an information gathering stage.

An attendee stated that as the general public are told that there are cleaner better aeroplanes, are SOU anticipating more or less aeroplanes as part of the ACP. An employee of Trax stated that the government's assumption is there will be a growth in the total number of flights, but newer aircraft are typically quieter and cleaner emissions wise. The attendee raised that people may be concerned about new flight paths caused by more planes in the sky. The employee of Trax quoted and referred all present to numbers within the FASI-South document on the CAA portal.

An attendee asked if the session would be focused only on SOU or other airports as well. The employee of Trax stated that the main focus is on developing the design principles for SOU's airspace change. Given the fact that 16 airports in southern England (including SOU) are planning to redesign the arrival and departure routes that they are responsible for (and the associated controlled airspace between the ground and 7000ft), and in the same timeframe NATS are planning to redesign the route network above 7000ft, there are many complex interdependencies that must be taken into account as part of the SOU airspace change.

An attendee asked if SOU will be using newer technologies to manage airspace and air traffic, and whether there will be a model that links all airports listed within FASI-South. An employee of Trax confirmed that newer technologies will be used; that differing models for NATS airspace are being produced; and that the current models will be developed as each airport gets deeper into their ACP process.

An attendee asked if there is any truth to moving aviation consumers (e.g. Business, tourism and logistics) to different airports based on their needs. An employee of Trax confirmed that this does happen in Europe but won't happen in UK as all airports are privatised and there is no central planning around different types of consumer – freight, commercial, tourist etc.

Following these questions, the employee of Trax continued with the presentation before setting up the forum for discussion.

### Notes from each table

Each table had a member of staff from BECG there to facilitate and record any issues relevant to the themes discussed. These notes are shown below in relation to each design theme for consideration.

**Table 1**

<b>Organisation</b>
Southampton Commons and Parks Protection Society
Bitterne Park School
CPRE Hampshire
Natural England

**1. What do you consider to be particularly important when developing design principles that concentrate on safety? Are there any other themes linked to safety that should be considered when developing design principles?**

- Safety is paramount and comes first.
- Want to know about environmental risk, risk of noise, risk to sites. Where there are going to be environmental impacts, we would be looking at environmental impacts and compensation, but would not be saying no if it is the safest.
- Concern regarding schools under flight path. Clearance a main concern. Is there any chance that modern technology will allow the aircraft to rise faster safely?
- Consider the possibility of continuing to have approaches over the motorway.
- Approaches and departures – surely, we are constrained in terms of design options by what NATS decide to do with their airspace above 7,000 feet? If you want to climb faster, what happens above 7000ft may add constraints.
- Should the airport acquire more airspace vertically – what happens if they are coming into land? They are coming in a straight line – they should use a straight route in and out. Arrivals are less of an issue as they turn. It would be beneficial to start the approach further down (earlier and higher than 7000ft).
- Procedures of other airports will have an impact on this ACP.
- Key safety issue is how airspace controlled by NATS interacts with airspace below 7,000 ft. This will limit what can be done.

**2. What do you consider to be particularly important when developing design principles that concentrate on capacity? Are there any other themes linked to capacity that should be considered when developing design principles?**

- Aviation industry only thinks about capacity. It would be better to come by train and change lifestyle. This is a style of living we don't really want, given the current concerns around climate change.
- Massive issue with sustainability and climate change. How much longer can you keep expanding and enduring long-term impact? Any contribution to climate change needs



to seek to mitigate impacts elsewhere. What else can SOU do to reduce carbon footprint? If we are making flight paths more efficient then we could see net benefit. We need to see environmental figures.

- We are assuming this capacity demand will continue and that government could not put constraints on increase in air traffic. Is this compatible with government's targets on climate change?
- The least that can be expected is a requirement to offset carbon emissions. More extreme would be setting limits on air traffic.
- If SOU cannot expand then the airspace may not be used. Demand on the ground is the reason for growth in capacity. Local demand is pushing need for expansion. You could increase airspace capacity, but it could never be used. Current model not environmentally friendly or sustainable – change to airspace is a good idea, but you may not need to fill it.
- Not against prosperity of the airport given the economic role it plays but needs to be properly integrated and sustainable. Local traffic network needs to be more efficient. Needs to account for M27 and further expansion through SOU means more people getting to it, either by rail or by road, already with constraints.
- The issue of bird strikes needs exploring from a wildlife protection and safety perspective.
- Mitigations and compensation for people who are overflown are crucial. At present, there is a gap between arrivals. If handling capacity increases, then SOU could have a constant series of arrivals.

**3. What do you consider to be particularly important when developing design principles that concentrate on flight efficiency and environmental performance? Are there any other themes linked to efficiency that should be considered when developing design principles?**

- Nitrogen deposition on Solent coastal protected sites from development and air quality, where NO<sub>x</sub> is one of the main components on environmental impact. Recent case law on this issue in EU legislation – if sites are already failing their objectives, you cannot legally increase this problem without adding mitigations. Will need full air quality impact assessment and monitoring of nitrate deposition.
- Question the idea that air quality is only an issue below 1,000 feet. Saying that steeper climbs are usually more fuel efficient is “weasel words”.
- Steady acceleration is better for cars, not sure about planes. More noise and emissions are generated by throttle, but for shorter amount of time – is this the same for planes?
- Hope SOU don't renege on their agreement to not fly at night.
- If you are increasing capacity in airspace, how many flights could this bring in to SOU? How many flights could you get in if this was all made more efficient?
- What does effectively mitigate environmental performance mean? What could feasibly be done to mitigate aircraft noise?
- Residents and parents of children at school regularly complain about noise. People chose to live under a flight path but if you have been there for some time, then the impact is real. 2,000 students under flight path every day.

**4. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another? Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?**

- With motorcars we are taking old cars off the road. Should we not do same with planes? If they are making more noise beyond certain level, then they should be prohibited.
- It isn't good enough to just assume that aeroplanes get quieter over the years. This needs to be verified.
- People who have had flight paths thrust onto them will be less willing to accept the change.
- If you bend routes in and out, you can add more capacity as SOU's capacity is limited now. How much can you bend this? How quickly and how late can the descent happen? You could change route in, but how late can you line up with the runway? If you need 2km of straight-line approach, this will mean no real change to impacts of people nearby.
- What is the final point in approach that planes can vector before approach becomes fixed? Need to be clear about the breadth of the arrival and departure swathes, otherwise there will be a widespread public reaction of noise everywhere.
- We need more technical information on how late a plane can turn into approach to Southampton e.g. can a plane follow the M27 before suddenly turning to approach SOU? However, routes need to be comfortable for airline passengers.
- Regarding environmental impact of noise, it depends on how they change routes over Solent coastal sites as a lot of EU designated sites near SOU and Solent with special protection status. 10% of Brent geese population overwintering on sites which use high tides land inland – there could be adverse disturbance issue of birds when feeding and roosting. This needs assessment – anything under 69 decibels is ok. If routes change around coastline then this may be ok. Geese have established flight paths across Solent which are protected. Environmental Impact assessment needed.
- Noise does have an impact on open spaces which are relatively unaffected e.g. Southampton Common. Currently enjoyment of open space an issue.
- Aviation industry does not hear the noise that residents hear from aircraft. Residents need to be heard.

**5. What do you consider to be particularly important when developing design principles that concentrate on new technology? Are there any other themes linked to technology that should be considered when developing design principles?**

- The wider public good must be the top priority. If uses of new technology imposes public burdens, then this is undesirable.
- Seeking improvements in noise and air quality through technology, this could be a benefit to school pupils.
- If you live within a mile of SOU, is technology going to impact meaningfully? From local level without examples difficult to say, if new technology means quicker and quieter planes.

- One would anticipate the present trend in noise reduction continues as technologies improve. Aircraft flying today are likely to be flying in 15 years' time. We don't want old planes flying if they are polluting the air.
- Electric aircraft is something to be aware of. If the power for aircraft different then the question is quite different. We need information on the new technology.
- There will always be an impact somewhere. There needs to be an acceptance of impact somewhere because of benefits to the wider public E.g. benefits to people and environment. Communicating the benefits to residents could mediate the potential backlash over overflights.
- It's currently cheaper to go by plane than train, which is an environmentally retrograde step. An issue which should be addressed.
- Weather must affect the ability to fly these routes. Can they be managed with weather impacts? Do they have to stick with routes given weather?

**6. What do you consider to be particularly important when developing design principles that concentrate on airspace integration? Are there any other themes linked to integration that should be considered when developing design principles?**

- If you can integrate this would avoid delays and knock-on effects. This is a benefit because other airports all owned by other companies and can affect one another. Anticipate that larger players can affect smaller players. Not sure how this will work in practice?
- Are airports forced into this, or are they keen to get involved? Seems odd that airports cannot affect NATS airspace design changes above 7,000ft.
- Bournemouth Airport seems underused with owners with a dubious sense of future – 3 departures a day seems inactive – they are in a different market. Local infrastructure around BOU is very bad – aware that this limits their integration with SOU.
- Might be helpful to have knowledge about other local airports as part of this process.
- Government policy is to encourage regional airports, but the industry is largely unregulated. Concerns here regarding unhealthy competition, citing the potential for Heathrow 'air grabs / landgrabs', which could have an unhealthy competition impact on regional airports and general aviation. Interested in Competition and Markets Authority assessment of Heathrow and the impact on competition.
- At SOU GA traffic is much noisier than commercial airliners. Tranquillity in the New Forest is impacted by GA in a big way.

**7. What do you consider to be particularly important when developing design principles that concentrate on resilience? Are there any other themes linked to resilience that should be considered when developing design principles?**

- I don't think resilience is impact of airspace, you could put extra 1000 planes in the sky and still work. The issue is local infrastructure – you must consider resilience of roads and rail. Airport could have new taxiway and terminal for local resilience. Should you consider capacity and resilience outside airport gates on ground? Commercial port terminal is a concern as it grows and is putting rail infrastructure

under pressure. Increase in port rail traffic and increase in airport rail traffic is in conflict.

- Change of airspace might mean you can land in bad weather.
- Airspace change and masterplan are separate which isn't clear. Is expansion possible because of airspace change?
- Process seems transparent. Once ACP is confirmed, it shouldn't be changed for a long time. Certainty around this would be good.

Table 2

<b>Organisation</b>
NFU South East
Wickham Society
Cherbourg Primary School, Eastleigh
Townhill Park Residents' Association

**1. What do you consider to be particularly important when developing design principles that concentrate on safety? Are there any other themes linked to safety that should be considered when developing design principles?**

- SOU isn't unique as an airport but feel that planes are very close to M27 and numerous cars on approach. Increased traffic in the air and ground is a concern for safety as this increase's chances of collision.
- Location of airport means that traffic will almost always overfly M27. Use of new technology has already been implemented for south of airport approaches and seeing some improvements already.
- What are the initial risks? Need more information. An employee of Trax stated that safety assessments are always undertaken first. CAA pushed for change to involve community at an early stage to include health as part of safety discussion etc. following learnings from other consultations. Discussing risks more broadly – workload, too much traffic at one team vs. vectoring, infringements into airspace and lower staff resources, flight levels not being adhered to 'level busts'.
- Near misses with drones are currently underestimated, having seen this in a news report.
- Concerns of dropping the 'health' from health and safety as listed within the design themes. Should this have happened?
- Children in my school (Cherbourg Primary) can't open windows in the summer due to noise from the aeroplanes. This affects teaching and the concentration of children as it can get hot in the classroom.

**2. What do you consider to be particularly important when developing design principles that concentrate on capacity? Are there any other themes linked to capacity that should be considered when developing design principles?**

- Capacity vs environmental performance. This will inevitably clash.
- Impacts on the ground network. Higher air movements in the air mean higher movements on the ground to get to and from the airport. Is this being considered?
- Bus/rail movements need to be improved. Can SOU affect this or does it need to come from someone else? From Wickham and other South Downs areas you can only get to SOU via car or taxi. Increased capacity – does this mean increased night flights? This would be a concern.
- Edinburgh a great example of how integration can work. Trams are great for integration.

- RE natural capital - can increased growth be accommodated when other developments are occurring so fast? Will capacity be scoped appropriately? What are the reasons for capacity increase? Not entirely clear.
- 30% of flights from SOU are to Edinburgh, Manchester and Amsterdam. SOU looking to be carbon neutral by 2030. Getting people to fly in the UK far away vs car – plane more environmentally friendly. People automatically assume that flying the worst form of travel, but it can sometimes be better for the environment, particularly for local air quality.

**3. What do you consider to be particularly important when developing design principles that concentrate on flight efficiency and environmental performance? Are there any other themes linked to efficiency that should be considered when developing design principles?**

- Regarding planes landing in south direction, you can bring planes down fast following the hill to reduce concentration of pollutants
- Environmental performance must be of the utmost priority.
- Last year SOU had lower number of flights but the same number of passengers on previous years. Reducing the number of flights accordingly will help environmental performance.
- There mustn't be a greater environmental impact.
- Impacts on the ground need to be considered due to extra pollutants caused by movements to and from airport before and after travel.
- More passengers at SOU will be taken from other airports. More development is because of need. Planes on the IOW tend to fly at lower altitudes. Greater regulation and restrictions from government needed on drones to not impact on flying operations. Because of the delays this may cause, we don't want planes waiting on the ground and in the sky, creating more emissions. Offsetting of other developments on the ground could be proposed. How can impacts be spread across the locations of the other 16 airports listed in FASI-S? The areas around Southampton are already saturated.
- Between Fair Oak and Emsworth there have been 100,000 houses designated to be built over the coming years. In contrast, SOU is a private business and their forecasts will often reflect these housebuilding numbers.
- Cost of flights at SOU are often more expensive, resulting in having to drive to Gatwick to fly at a cheaper cost. This isn't good for the environment. Could there be a way to ensure that locals get cheaper flights?
- Needs to be greater policy direction from Government. Could there be more pressure on NATS or CAA to make better all-round decisions?
- New technology will help in collaborative efforts and develop better public transport methods etc.

**4. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another? Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?**

- Poultry is a big issue with flight paths. Poultry really panic around flight paths. New flight paths need to consider poultry shed locations.
- Can we use technologies at source (poultry sheds) for white noise to counteract this? If you drown the noise of planes out with a steady background noise could this help?
- Areas of countryside that is likely to be affected by climb gradients will be reduced by new paths which is good.
- SOU is restricted geographically due to hill location.
- Noise does affect the school and when I'm on the phone at my house. Is there a way this impact can be mitigated?
- Aviation industry is currently looking to get all planes electric. This would reduce noise. Changes of planes have reduced noise and impact somewhat now which is pleasing.
- SOU need to extend the runway due to existing taxi lane/ location on the runway. Noise is a big consequence of the current conditions.
- Increase in flight numbers are a concern to my school. We would need to know the full predictions to numbers and how these numbers are formulated. Are these based on hope or verifiable?
- Impacts depend on flight numbers and 'slotting' of planes. Standards for airports mean noise levels need to be adhered to.
- Will new flight paths mean greater complaint numbers? Upgrade of infrastructure in the air means that there are more opportunities and challenges associated.
- Regarding cruise liners in Southampton - generators remain on because the Council doesn't enforce against generator use when electricity plug-ins could be used instead. Local government need to be more active in lowering their carbon footprint.

**5. What do you consider to be particularly important when developing design principles that concentrate on new technology? Are there any other themes linked to technology that should be considered when developing design principles?**

- Drones are a concern. The Government need to create and enforce rules regarding this. Amazon looking to use drones for delivery will be a nightmare. Airports won't like this. Government need to step in and legislate accordingly. Terrorism threat and security needs to be very important as part of this process.
- Government won't bow to pressure from pilots for 5-mile exclusion zone which is ridiculous. Laser pens are also an issue. Current variations in technology between north and south of the airport already show that GPS systems are the way forward. New technology is safer to use because it gives greater visibility to ATCs and pilots are more confident when guided by GPS.
- Difference between private companies and all airports – proactive management across the region isn't possible without commercial entities working together. Can this be addressed by the CAA, NATS or Government? Technology can help integration.

- Are pilots going to become more obsolete as a result of technology? Surely there will always be at least one person present, even as a backup. GPS is so accurate, and risk of collisions reduced.
- NATS as coordinators have ability now to shortcut routes at a higher airspace level.
- How quickly can technology be implemented for full use? Doubts around speed of implementation.

**6. What do you consider to be particularly important when developing design principles that concentrate on airspace integration? Are there any other themes linked to integration that should be considered when developing design principles?**

- Issues amongst different airspace users and segregation of airspace. Could we ban gliders entering controlled airspace? They can't get up there without a plane and emissions wouldn't be good. A hobby isn't as important as a functional need to get from point A to B.
- Privatisation causes issues as airports aren't really managed by a central entity. Needs tracking system which is centralised. New technologies will help safety massively.
- As roads become more congested, alternative transport methods will be sought. We need to address this issue as we are already at capacity on the ground. Trains being restricted by old technology doesn't help.
- Regarding futureproofing, will the new design last for long? An employee of Trax stated that beyond 2040, it is hard to foresee how people will travel due to changes in technology. New design will be able to accommodate future growth at airports and expansions, although that doesn't preclude this happening. Any expansions etc. would still need to go through separate planning process.

**7. What do you consider to be particularly important when developing design principles that concentrate on resilience? Are there any other themes linked to resilience that should be considered when developing design principles?**

- Concern around drones. When drone incident occurred at Gatwick, planes had to be diverted.
- Weather and shift patterns can be a logistical issue, not just resilience of technology – staff hours and numbers can be an issue.
- Weather during winter will be worse, and there needs to be greater planning around this. How much extra capacity do we allow? Are SOU accounting for no shows and delays etc?
- SOU have recently introduced an automatic fog measuring tool, which allows greater number of flights in trickier conditions. Satellite technology can sometimes be limited in vertical accuracy. SOU's current ILS is 1950s technology and needs upgrading; greater technology will enable flights in and out during worse weather spells. Also, automatic landings will help. As technology improves, hopefully this will improve delays etc.
- Will increase in plane numbers affect this resilience?
- Human error and terrorism are big fears for safety going forward. Technology needs to account for this.



### Notes from summary round-up

Once all tables had concluded their group discussions, a representative from each table was selected by other members on their table to present the highlights and key themes to their discussion, referring to each design theme. An employee of Trax asked each table to include any other themes they feel need to be considered as part of this process.

### **New themes for consideration**

- Lack of integration with wider transport network a real concern. The Port of Southampton is expanding at a time when local transport is already working at capacity. Increasing the capacity for flights means greater pressure on the ground.
- Will there be constraints on older aeroplanes? They should be limited if they pollute more.
- An employee of Trax confirmed that keeping older aeroplanes often isn't commercially viable to companies as they are obsolete cost wise. Secretary of State could be invited to limit certain aircraft etc.
- Climate change is a massive issue. Does this ACP at local and national level tie-in with govts commitment to become carbon neutral by 2050? Is this sustainable? An employee of Southampton Airport stated that weighing out the impacts can be tricky as reducing one impact can increase another etc. Sustainability will be included as a theme. Needs to be thought about at a regional level.
- Sustainability needs to become a separate theme.

## Table 1 Summary

### Safety

- As safety shouldn't be compromised as part of this process, not much of a concern from a flying point of view.

### Capacity

- Whether the airspace changes will affect SOU directly?
- Will they benefit economically.
- SOU might bank capacity and not use it.

### Flight efficiency and environmental performance

- Concepts affecting impacts. NOx increases in nitrogen on European protected process, prevalent issue in terms of development.
- Statement of air quality only relevant up to 1000ft needs evidencing.
- There needs to be separation of emissions at a global level vs local level.
- Migration of wildlife to be considered a part of design.

### Noise

- Do you change paths or not? At what point can you bring a plane in to land? Can this be explored to bring respite to people experiencing high levels of noise already?
- How much flexibility is there as part of this process regarding gradients and vectoring?
- More information to alleviate people who don't need to be alarmed would be useful.
- Protected nature sites are an issue due to bird strikes etc.

### Technology

- Good for planes in the sky, but will it help anyone on the ground?

### Integration

- Air-grabbing needs to be considered.
- Bournemouth Airport is very close and needs to be thought about.

### Resilience

- Local network the main concern. Impacts on local transport and community need to be really considered.

## Table 2 Summary

### Safety

- Impact on people living nearby. School children nearby.
- M27 nearby and planes get very close to that road.

### Capacity

- Wouldn't like flights to happen at night. Impact of additional planes movements – how does this affect things on the ground?
- Needs government oversight.

### Flight efficiency and environmental performance

- Welcomes the reduce of stacking.
- Concern on environment through additional capacity, will this increase emissions? Net impact should reduce, not increase.
- Fuzzy line between expansion and ACP. Needs to be clarified by SOU.

### Noise

- Poultry farms across Hampshire are large in number. Planes can cause stampedes in the shed and kill livestock.
- Animals in general are spooked, changes in routes need to be properly understood. CB confirmed noise sensitive location registers to be developed before any changes occur.
- Windows must be shut in schools due to plane noise.

### Technology

- The development of technology is very welcome and there are lots of benefits.
- Drones are a big concern, both because of delays and security concerns.
- Becoming too reliant on technology can result in a deskilled workforce and more open to failures and a terrorist attack.
- Lasers are also an issue.

### Integration

- How do you future-proof for future technologies?
- Transport on the ground a real concern.

### Resilience

- This process is positive to enable resilience for the future. Future proofing the airspace.
- Needs to account for weather.
- Major resilience concern is the local transport network and impacts on locals.

### **Closing comments regarding the workshop**

An attendee felt the conversation was over guided and constrained. Conversation needs to be expanded and more time allowed for individuals to make a case-in point.

An attendee felt that being provided with more information before the workshop would have been helpful.

Two attendees suggested that the workshop was very open and structured. Very happy. Good engagement process undertaken so far.

An attendee raised concerns that information in the media would create a panic to locals. Another attendee stated that the media have misrepresented the airport in the past.

Glossary

<u>ACP</u>	Airspace Change Proposal / Process
<u>AGS</u>	AGS Airports Ltd
<u>ANSP</u>	Air Navigation Service Provider
<u>ATC</u>	Air Traffic Controller
<u>ATM</u>	Air Traffic Management
<u>ATZ</u>	Aerodrome Traffic Zone
<u>BOH</u>	Bournemouth Airport
<u>CA</u>	Civil Aviation
<u>CAA</u>	Civil Aviation Authority
<u>CTA</u>	Control Areas
<u>DME</u>	Distance Measuring Equipment
<u>EC</u>	Electronic Conspicuity
<u>GA</u>	General Aviation
<u>GBAS</u>	Ground Based Augmentation System
<u>GBN</u>	Ground Based Navigation
<u>GNSS</u>	Global Navigation Satellite System
<u>GPS</u>	Global Position System
<u>ILS/MLS</u>	Instrument/Microwave Landing System
<u>IOW</u>	Isle of Wight
<u>IRT</u>	Instrument Range Testing/Test(s)
<u>LARS</u>	Lower Airspace Radar Service
<u>MATZ</u>	Military Aerodrome Traffic Zone
<u>NATS</u>	National Air Traffic Services
<u>NAVAIDs</u>	Ground-based navigational aids
<u>NDB</u>	Non-Directional Beacon
<u>PBN</u>	Performance-based navigation
<u>SON</u>	Statement of Need
<u>SOU</u>	Southampton Airport
<u>UHF</u>	Ultra-High Frequency
<u>VFR/IFR</u>	Visual Flight Rules/Instrument Flight Rules
<u>VOR</u>	VHF (Very High Frequency) Omni-Directional Range (VOR)

# **Supporting Documentation Reference 3**

2020



built  
environment  
communications  
group

Document Overview .....	2
Workshop objectives .....	2
Attendees representing Southampton Airport.....	2
Workshop format and design themes for discussion .....	4
Table Plan and List of Attendees .....	6
Notes from presentation.....	7
Notes from each table .....	8
<i>Table 1</i> .....	8
<i>Table 2</i> .....	13
Notes from summary round up .....	18
<i>New themes for consideration</i> .....	18
<i>Table 1 Summary</i> .....	19
<i>Table 2 Summary</i> .....	21
<i>Closing comments regarding the presentation</i> .....	23
Glossary .....	24



## Document Overview

This document is an overview of a workshop held with Local Government and Business stakeholders on Monday 1<sup>st</sup> July 2019 regarding the development of design principles for a change in Southampton Airport's airspace. Attendees included parish and county councillors, and local government and business group representatives.

This document details what potential themes and issues were raised for consideration as part of the development of Southampton Airport's airspace design, for this particular workshop.

Please note that all conversation was summarised in the interests of transparency, although not everything stated by attendees was always applicable to Southampton Airport, the ACP or the Design Principles.

## Workshop objectives

The objectives of the workshops were to:

- Increase awareness and understanding among participants about the need for airspace change and of the process for bringing it about
- To gain an understanding of what key stakeholders believe are the main constraints and opportunities connected with the use of airspace and any proposed changes to airspace use.
- To provide Southampton Airport with an insight into participants perspectives as to what factors should be considered when developing the design principles around changes to airspace.
- To develop a forum which can meet further to assess views on how the above findings are being used to shape and frame the design principles and to enable effective engagement throughout the Airspace Change Process (ACP).

## Attendees representing Southampton Airport

SOU attendees

- Employee 1: provided an introduction, giving a high-level overview of the ACP process and welcoming all stakeholders present.
- Employee 2: provided additional information to stakeholders' questions where necessary, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.
- Employee 3: observed the session and provided additional information in response to stakeholders' questions, where necessary.

Trax attendees

- Employee 1: presented in greater detail how SOU will develop a set of design principles for Southampton Airport's airspace change. They presented technical details surrounding the need for the ACP and was also there to provide additional

information to stakeholders' questions, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.

- Employee 2: manned the presentation and took notes throughout the summary discussion. There were also there to provide additional information to stakeholders' questions, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.

#### BECG attendees

- Employee 1: facilitated the room discussion and ensured that all key objectives were met throughout the session.
- Employee 2: facilitated the discussion on Table 1 and minuted the feedback. Asked questions to facilitate the discussion when appropriate.
- Employee 3: facilitated the discussion on Table 2 and minuted the feedback. Asked questions to facilitate discussion when appropriate.

## **Workshop format and design themes for discussion**

As highlighted above, the presentation was given by an employee of Trax, who highlighted the seven themes that were to be outlined and discussed throughout the workshop. They also asked stakeholders at the end of the session if there were any additional themes we should consider. The initial seven themes discussed were:

- Safety
- Airspace capacity
- Flight efficiency and environmental performance
- Noise management and mitigations
- New technology
- Airspace integration
- Resilience

The following questions were asked regarding the relevant theme:

### **Safety**

1.1. What do you consider to be particularly important when developing design principles that concentrate on safety?

1.2. Are there any other themes linked to safety that should be considered when developing design principles?

### **Airspace capacity**

2.1. What do you consider to be particularly important when developing design principles that concentrate on capacity?

2.2. Are there any other themes linked to capacity that should be considered when developing design principles?

### **Flight efficiency and environmental performance**

3.1. What do you consider to be particularly important when developing efficiency/environmental performance principles?

3.2. Are there any other themes linked to efficiency that should be considered when developing design principles?

### **Noise management and mitigations**

4.1. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another.

4.2. Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?

### **New technology**

5.1. What do you consider to be particularly important when developing design principles that concentrate on new technology?

5.2. Are there any other themes linked to technology that should be considered when developing design principles?

### **Airspace integration**

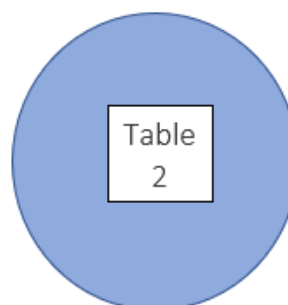
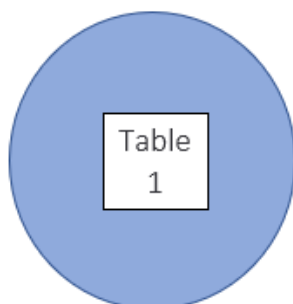
6.1. What do you consider to be particularly important when developing design principles that concentrate on airspace integration?

6.2. Are there any other themes linked to integration that should be considered when developing design principles?

### **Resilience**

7.1. What do you consider to be particularly important when developing design principles that concentrate on resilience?

7.2. Are there any other themes linked to resilience that should be considered when developing design principles?

Table Plan and List of Attendees

		<u>Organisation</u>
<b>TABLE 1</b>	1.	Solent Local Enterprise Partnership
	2.	Bishopstoke Parish Council
	3.	New Forest National Park Authority
	4.	Compton and Shawford Parish Council
	5.	Eastleigh Borough Council (also part of Southampton Airport Consultative Committee)
	6.	Eastleigh Borough Council (also part of Southampton Airport Consultative Committee)
	7.	Southampton City Council
<b>TABLE 2</b>	8.	New Forest District Council
	9.	Twyford Parish Council
	10.	Winchester City Council
	11.	Winchester City Council
	12.	Eastleigh Borough Council
	13.	South Downs National Park Authority

### Notes from presentation

Following a short introduction from an employee of Southampton Airport, an employee of Trax took the presentation. The employee of Trax outlined the themes for discussion before asking the room if they had any questions prior to moving on to table debates.

An attendee asked how NATS and SOU airspace integrate? An employee of Trax explained role of NATS and SOU in ACP and airspace management. This is the first time there has been a wholesale change to airspace.

An attendee asked how will our feedback count and is safety the only priority? An employee of Trax explained that safety is number one priority but no running order for themes after that. The employee of Trax explained that CAA specifically asked that we engage with safety as a design principle for discussion.

An attendee asked how these themes have been selected? An employee of Trax stated that these are presented only for structure, not to steer the conversation away from any particular issues. The employee of Trax also stated they were happy to hear any other suggestions as the day progressed.

An attendee raised the point of future proofing - what is the timeline? An employee of Trax explained that government timeline runs until 2040, as predictions after that data might not be too realistic and forecasts become unreliable. NATS have said that once this has been implemented it should not be changed – we should be deploying enough airspace for future maximum capacity scenario – may not happen, but this is govt advice.

An attendee commented that trade-offs for growth are concerning and need to be addressed as part of the design process. Will we discuss this today? An employee of Trax confirmed that attendees could discuss this today as part of an open discussion. The employee of Trax also talked about liaison between NATS and SOU, and how SOU envisage things may change, but that ultimately our design principles would be guided by issues raised across all the stakeholder focus group workshops. There is an expectation that SOU more efficiently manage noise.

An attendee asked how will SOU and NATS integrate airspace below and above 7,000ft? CB stated that NATS have asked that SOU consider this in relation to “letterboxes”, where the two could link up. Extremely difficult and has not been done before. Helpful feedback as we are aware of the challenge.

## Notes from each table

Each table had a member of staff from BECG there to facilitate and record any issues relevant to the themes discussed. These notes are shown below in relation to each design theme for consideration.

**Table 1**

<b>Organisation</b>
Solent Local Enterprise Partnership
Bishopstoke Parish Council
New Forest National Park Authority
Compton and Shawford Parish Council
Eastleigh Borough Council (also part of Southampton Airport Consultative Committee)
Eastleigh Borough Council (also part of Southampton Airport Consultative Committee)
Southampton City Council

### **1. What do you consider to be particularly important when developing design principles that concentrate on safety? Are there any other themes linked to safety that should be considered when developing design principles?**

- Looking at scheduled and known aircraft -should we consider police aircraft, emergency services, police helicopters and military aircraft?
- Structures within the current flightpath places number of constraints within Southampton in terms of building heights and the trees in Marhill Copse which impinge into airspace. As there is a current area of tolerance, with improved technology, will there be more ability for safety margins to be narrowed? We want to protect old and beloved trees.
- Whose safety are we considering? Planes or passengers? People under the flightpath? If it's the last of these, you might want to prioritise a path which keeps away from population densities.
- We need a back-up system for technology outages. Air traffic controllers need a back-up staff numbers are cut. Demonstrate safety in this regard.
- Security is very important - we need to consider integrity of the system used and any potential backups.
- What if any aircraft has a problem? There must be a process for overlaps on final approach to airport and an increased capacity for non-scheduled flights. Where are the non-scheduled and holding emergency points? Flexibility needs to be included.
- SOU needs greater capacity to manage greater demand. procedures for managing emergency scenarios need to be fully established.

**2. What do you consider to be particularly important when developing design principles that concentrate on capacity? Are there any other themes linked to capacity that should be considered when developing design principles?**

- Capacity should not be increased locally that it prevents opportunity to deliver improvements to local area. A local net benefit should be achieved through routes to create minimum impact on communities; heights of buildings within airspace etc.
- Ecological impact – we have sensitive sites within Solent region e.g. Solent mudflats and nesting birds.
- Routes impacted through increased capacity.
- What will take greater priority: protection of environment and ecology or creating extra capacity?
- If limiting factor to increased capacity is runways, this should be defined by SOU first. Is continuing growth of air travel a long term goal? Are we going to achieve the carbon plans?
- What else will airspace be used for in future? Needs to be accounted for, particularly technology developments. There should be an assumption that headroom is given for change. if there was a new plane technology with significant benefits for community and environment e.g. slow gradient – this needs to be accommodated.
- Regarding drones, we need to recognise that technology can change and no longer fit within this model.

**3. What do you consider to be particularly important when developing design principles that concentrate on flight efficiency and environmental performance? Are there any other themes linked to efficiency that should be considered when developing design principles?**

- Innovation is often prevented by existing rules. Airspace infrastructure needs to accommodate future.
- Emissions and air quality are as important as noise – don't think one more important than the other. Noise is more immediately apparent which is why people focus on it more.
- Concerning that air quality above 1000ft is not considered a local air quality issue. If you have emissions it will have some impact, health officials say there is no safe level.
- Is there any concern that if you reduce emissions you need steep climbs and more efficient aircraft? do you need bigger planes for steeper climbs? Do you need to consider changes made to weight of aircraft and the type of fuel used for steep climbs?
- Increased efficiency means more people, more cars, parking issues etc. There needs to be a new traffic system and initiatives for increase on rail capacity; all for efficiency.
- Across most airports there has been a reduction in public transport for airports because of very early flights.
- Freight needs to be considered. This is especially true when considering the public transport burden of increased air freight.
- Should freight distribution companies be brought into this process?
- geographic and economic factors need to be considered e.g. if you were in an area with lots of industry or housing below, would it be more appropriate to fly over this area of housing or will it be better to fly over greenbelt areas?



**4. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another? Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?**

- If you want to enlarge capacity of airspace, then from take-off that there is little that you can do. If you must reduce the time before you turn, there will be more noise in an area. If you have aircraft flying at a steeper angle, can you offset the noise?
- Is there a benefit of having more aircraft? Do SOU currently operate noise mitigation routes?
- There are restrictions on operation hours at present. Recognition locally that Consultative panel worked well to manage the noise-preferred areas.
- SOU encouraged to consider multiple routings and agreed that the Southampton Airport Consultative Committee should be kept apprised.
- Because of the mandated need to have PBN routes, the option of conventional routes is not possible – will pollution be more concentrated as a result? Could this be resolved if they descended at a steeper angle?
- Important to embed in stakeholder element and monitoring of these things to avoid creeping of issues, possibly through use of a panel to monitor and report on.
- Do thresholds for noise need to change along with the new routes?
- Will SOU seek to pressurise Eastleigh Borough Council to give them more hours? Can the government influence the aircraft used? Bigger aircraft may require larger runways?
- Big problem in planning and airports. Giving Local Authorities more powers would help represent community interests but at present we have no power to implement behavioural change. This is true for both preventing developers building on unsuitable areas and around airports regarding noise.
- Is it better for more people affected less often than more often? Which is better? If you have an array, then more people could be affected, but impact less frequent and less intense.
- We pay 50m per year for national parks. There are views that some low flying aircraft are affecting this. Suggested that flying over the sea was more appropriate than our protected landscapes.

**5. What do you consider to be particularly important when developing design principles that concentrate on new technology? Are there any other themes linked to technology that should be considered when developing design principles?**

- Reluctance to move to new technology. Will there be sufficient training? Will airlines be reluctant?
- New technology is great, but what is your back-up?
- Should there be measures to ensure that operators are forced to use technology? Who forces the change?
- Aircraft manufacturers – will they be able to provide planes which can deliver the steeper gradient? Manufacturers of aircraft must conform to standards. Are NATS

and airports working together to ensure that aircraft operators meet these new climbs? Who is forcing this change through?

- Technology preventing emissions are required – requirement them to use new technology to keep emissions down and deliver benefits to the community.
- Does the airport authority demand only use aircraft that can use this steep ascents and descents?
- We need to see in transparent manner showing how technology can deliver. If that technology is not adopted, then why?
- Will there be a phasing in of us of new technology for airliners – consider that small airliners have small margins? Different airports have different needs in this regard.
- With increased capacity, do you also need to consider the land capacity?

**6. What do you consider to be particularly important when developing design principles that concentrate on airspace integration? Are there any other themes linked to integration that should be considered when developing design principles?**

- Other airspace users are important also e.g. air ambulance and police helicopter. Issue that they often make most noise.
- Suspect there needs to be clear govt policies on these e.g. drones. Lots of people have private licenses.
- How are small aircraft going to be handed over from one airport to another when they don't climb above 7,000ft and into NATS airspace?
- If SOU air grab, they may be shutting down GA corridors - conscious that we may need to have flexible use of airspace.
- Military need to be considered. Military airspace is limited now, but often military are not there. Is there not a point regarding military being able to access military space that is not being used?
- Resources to account for increased integration or separation need to be accounted for by SOU.
- Is there an overlap between traffic management between SOU and Bournemouth Airport – who is responsible for managing these below 7,000 feet?

**7. What do you consider to be particularly important when developing design principles that concentrate on resilience? Are there any other themes linked to resilience that should be considered when developing design principles?**

- ACP should be reviewed every 15 to 20 years or if there is a fundamental change of technology there should be a review of the airspace. There should be a principle for a series of triggers which triggers a review – not set in stone until 2040. This set of triggers will make it more resilient.
- Flexible airspace – during an emergency the flexibility should be enhanced.
- Hacking is an issue – we need security of constant reviews to ensure that we can tweak when new technology and concerns can be adapted. A back-up to satellites is needed.
- Theme should be resilience and responsiveness – saying nor fundamentally changing things means system could become obsolete with new technology. Different

protocols are needed for different types of situations and resilience. There needs to be a universally understood protocol for managing complete system failure mandated by government.

- Question of whether every pilot has the technology and radios to communicate with ATC.

Table 2

Organisation
Hampshire Chamber of Commerce
New Forest District Council
Twyford Parish Council
Winchester City Council
Winchester City Council
Eastleigh Borough Council
South Downs National Park Authority

\* highlighted red denotes did not attend

**1. What do you consider to be particularly important when developing design principles that concentrate on safety? Are there any other themes linked to safety that should be considered when developing design principles?**

- News in the media around pilots being overworked – Ryanair pilots on strike. How can this be affected?
- Routes are selected. Are we making provisions for planes to crash into greenfield sites etc.? Will safety be affected as a part of trying to move routes?
- GPS is much more accurate than industry standard of 1 nautical mile. Design considerations must account for different models of aircraft and their ability to manoeuvre etc.
- Talked about inbound delays taken in the air to avoid stacking.
- Design up to 7000ft takes precedence as it is the trickiest to design and more impactful to people below.
- Got to reduce impact on the local national parks.
- Increasing capacity increases risk. How do we decide on risk factors that are manageable? If GNSS drops, what is the back up?
- If there are lots more planes, will they be tightly bunched together? This creates a safety risk if there are more planes. SOU doesn't have extra runway like other airports.

**2. What do you consider to be particularly important when developing design principles that concentrate on capacity? Are there any other themes linked to capacity that should be considered when developing design principles?**

- It's all linked to safety. You need capacity but only if safety isn't compromised. There must be a point of saturation within areas of airspace. Risk assessment needed.
- Delays have knock on effects. Impacts need to be managed.
- What is the risk associated with their SOU staff numbers? Will there be a transition to new technology? An employee of Trax confirmed NATS are looking to bring in 'systemised' routes through new technology. ATCO's to manage traffic flows rather than individual aircraft. ATCO's ability to manage remains the biggest block to increased capacity.

- The switch to satellite navigation means that there will be issues, even if there are fewer errors than just relying on human perception.
- Impact on community needs to be managed. Just because you can fly – should you? This will cause noise, pollution etc. the feeling of intrusion needs to be managed. [Participant] concurred that this is [their] role. For borough councils, this has a knock-on effect to infrastructure on the ground. Economic benefits can be great though. Flying isn't going to go, and capacity can be improved on the roads.
- How does this programme tie up with other airports growth strategies? Number of flights has dropped the last few years at SOU? Will air traffic be moved from London towards other regional airports like SOU.
- Will this tie in with other technology and gliding clubs etc? What control over other aircraft do they have?
- More throughput – does that mean less space for emergency services in the air? How does it affect them?

**3. What do you consider to be particularly important when developing design principles that concentrate on flight efficiency and environmental performance? Are there any other themes linked to efficiency that should be considered when developing design principles?**

- There needs to be a strategy around emissions going down and passenger numbers going up.
- Dealing with rural areas means that we need to be careful in how we work with the smaller areas. SOU in between two national parks, near the Itchen with lots of receptors to pollution etc. where does unburned fuel, rubber particles go? This needs to be accounted for as part of any ACP and in particular - light path changes.
- Majority of emissions come from cars and others on ground. Aircraft so high up dissipates and it can't be measured, which makes it tough to decide how to counteract as we don't know the true facts and figures. Has indirect effects on emissions with cars travelling to the airports etc. This needs to be considered.
- Different plane types must run at different efficiencies. Smaller planes aren't tied into routes for landing. Smaller planes don't have GPS tracking.
- Local air quality only counts to 1000ft. Houses within the impact range are impacted but beyond that at a higher height, it isn't measurable. If planes can get up quicker, then the emissions saved are quite a lot. If we can avoid stacking and holding through slower and more targeted journeys, this would help. Floating up to the approach would save fuel. Moving the window would reduce emissions. Controlled airspace needs to be expanded to help with this.
- At what point does increasing the flight numbers change the emission levels and particulates overall?
- Planes need to be filled to ensure appropriate emissions.
- Type of aircraft also an issue.
- Model of approach on roads in certain zones happen in town/cities. Can this be replicated or incentivised in the sky? Needs to be assessed.

**4. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another? Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?**

- Double glazing in houses, does this help?
- Ecology – are quicker ascents/descents good for it?
- Minimum distance from runway before planes vector for safety. At what point does it happen?
- A town affected by noise, using a precise flight path, is it right to spread the load? Do we keep it in same source? Making sure not flying over residential areas? NPs are tranquil. People and tourists don't want to see or hear planes when they visit. They need to be protected. At what altitude can planes fly over the national parks? Itchen valley – if you vary the flights slightly you can reduce the impact.
- Decreasing the frequency of the impact as opposed to removing it. Someone is always going to be impacted. People are amenable to a bit of noise if they know the frequency. With the summer weather, it can be difficult with the windows open and more flight numbers. Different aircraft have different impacts. Jets aren't noisy at a slightly higher altitude. This becomes irritating as house used to be quieter and now there are more planes. This can affect value on property and personal health.
- Airport's master plan shows that bigger planes could be used to reduce flight numbers. More modern and quieter aircraft need to be in use.
- Places that aren't currently affected, introducing impacts to them now could be very bad. Tranquil surroundings need to be protected for all, not just those that live close etc. seeing planes can put people off NPs. You won't be able to sell that to everyone. People are already impacted. Lessening the impact for more people need to be accounted. People who are in their homes can't get away from it. If you're in a National Park - you can. Balance needs to be struck.
- Principles need to be – get planes up as quickly as possible. Descent need to be quiet and floating in to avoid noise, though quicker climbs could increase noise in local areas. We need to consider the noise impacts of quicker versus slower climbs/descents.
- Less impacts on the south side due to the water. It's hard to spread the impacts.
- Expectation that if you live close to airport – you'll have lots of noise near you. Varying the impacts is worrying. People who are used to it are used to it.

**5. What do you consider to be particularly important when developing design principles that concentrate on new technology? Are there any other themes linked to technology that should be considered when developing design principles?**

- Fines for airspace infringements. Can technology be used across all planes?
- Different classes shouldn't be flying in certain areas.
- Technology is the reason for change and needs to be used. Also means that the change can be impactful. Will this technology be used across all planes?
- At what stage do pilots or ATCOs move in? People need the ability to step in if tech fails. You're either fully autonomous or not – based on studies. Blended tech with humans is an issue. This might be different for long haul vs short haul. If it fails what

happens? Are there any themes that need to be considered as a result? Will it affect safety? Will technology systems affect the local community?

- New technology will mean more innovations for air quality. Noise mitigation and safety through tech. Will these tech improvements be given to local communities or just on planes?
- Need to safeguard against terrorism and human negligence. Safety mechanisms need to be overridden in case of danger.
- If you have a system that doesn't work in the EU, then that would be an issue. Is Europe going through the same process? An employee of Trax talked through the different countries in the EU and what is happening. NATS work with the ATCs in other countries using standard agreements. SOU are looking for flexibility to help each other out. As it moves further on, there needs to be accessible information handed over. We need full visibility as design principles get developed. Needs pictures and laymen's terms where possible.

**6. What do you consider to be particularly important when developing design principles that concentrate on airspace integration? Are there any other themes linked to integration that should be considered when developing design principles?**

- This is tricky as gliders and other GA aren't using latest technology.
- [Participant] has a private pilot's license and there used to be a mixed airspace. Feels now there needs to be more segregation – very out of line with other pilots but feels this is crucial for safety reasons. As tech improves things need to change. The mixing of technologies won't work, and airspace segregation needs to occur as a result. Shared airspace is hard to maintain.
- Cost element needs to be accounted for. Local airfields won't cost much to land in. You need segregation at major airports.
- Minimum standards, technology standards, integration issues with different classes of aircraft. Public won't find safety risks acceptable. Potential impacts are catastrophic. This is in relation to a commercial airport, safety is paramount. It only takes one accident for it to go wrong.
- Military airspace needs to be accounted for. How do you regulate and enforce breaches that occur?
- Drones are unregulated and need serious attention. They are developing very fast and their range is crazy. What happens in the cases of airspace infringement?
- Technologies cannot mix. How can hot air balloons be managed? They don't have the manoeuvrability of light aircraft etc.

**7. What do you consider to be particularly important when developing design principles that concentrate on resilience? Are there any other themes linked to resilience that should be considered when developing design principles?**

- Need extra capacity. Technology will change and needs to be accounted for. SOU needs to design for both future capacity and additional resilience.
- Resilience needs to be beneath safety and environment in terms of importance. Technology can mitigate other things; they should be able to fly through low cloud and land safely. If tech can help to avoid weather etc. then this will help.

- Convenience and public safety are different issues. Planes can be slowed earlier in journey through good scientific data. Does safety set resilience or does resilience set safety?
- Are ground operations resilient?
- What is the resilience of the supporting aviation industry? Personnel is a key thing.
- How does Brexit affect resilience? Different satellite systems etc. It's one of the only worldwide standardised systems to increase safety lots.
- SDNP is an international dark sky reserve. No planes to go over. You can see milky way with the naked eye. Please avoid the area with planes. There should also be restrictions around renewable energy sites – due to glare and flying close etc.



## Notes from summary round up

Once all tables had concluded their group discussions, a representative from each table was selected by other members on their table to present the highlights and key themes to their discussion, referring to each design theme. Each table was asked to include any other themes they feel need to be considered as part of this process.

### **New themes for consideration**

- Zero carbon by 2050 is a new government commitment and ecology needs to be considered as part of this process. This warrants its own theme and principle. In terms of future – it seems odd to say this cannot change and then see fourth industrial revolution and technology change.
- Security needs to be considered, potentially as a separate item. We have seen major multinationals suspend operations with date loss – if they are wrestling, we need to consider it.
- South Downs National Park is a dark skies reserve. You can see the milky way with the naked eye from parts of the national park – ergo we do not want to see any planes flying overhead. Would like to see this recognised.
- Solar farms and wind farms are restricted due to radar and glare – is there potential to removing certain restrictions on renewable energy locations?
- General project management – validation of success – it is down to airports to manage sub-7k – but how do airports manage the success of this? E.g. how do they validate whether they have managed it properly in environmental terms? Do we need success criteria?
- Need information in a form that is understandable – especially for when this becomes public – need to see contour mapping – CAA asked us to provide information which is simple enough for folk to understanding (we will have to consider whether our materials will be simply enough to understand?)
- Will the airspace be changed before or after expansion of terminal space? Airspace change needs to be in place before Heathrow expansion takes place. Heathrow plans to expand by 2026.

## Table 1 Summary

### Safety

- Geography of region. Balance between high populations and lower populations.
- Height of structures and safety margins. How do buildings interact?
- Unknown aircraft interacting with airspace (emergency services, military and UAVs)

### Capacity

- There needs to be safety net for diverting capacity when needed. How do they divert and who do they go to?
- Opportunity of cost – economic and assessment of the costs and what they outlay? Drive for capacity doesn't limit the deliverables on the ground. Will it gridlock local towns?
- Other limiting factors - runway
- Ecology vs future growth aspirations – 2050 zero carbon agenda for the government. Where does the area see itself?
- Fundamental – is air capacity responsible to change?
- Will there be barriers to local development as a result of any ACP
- Knock-on local effects of logistics company expanding etc.

### Flight efficiency and environmental performance

- Emissions are as important as noise. Pronounced in our area, dense population.
- Why 1,000ft – why does air quality only matter below that?
- Certain areas are focusing on freight, passengers etc. – broader and cleaner infrastructure requirements need to be accounted for.
- Hard to separate ACP from airport master plan. Needs to be clearer understanding portrayed by SOU.
- Local communities will need to be communicated with to understand how impacts will be spread. Emissions need to be listed as part of that discussion.

### Noise

- Is there a benefit to having fewer people getting more exposure or the exposure getting split out between them? In different areas of Southampton, trade-offs might be difficult as people generally get used to things, especially with airplanes getting quieter over the years.

### Technology

- Security a big concern and needs to be thought about.

## Integration

- Do you have an intensification of existing flight paths or not? Increase of air capacity, this might reduce the overall impact. Restricting the flight paths is preferred amongst this table following the S106 agreement that was signed between SOU and EBC. Having managed restrictions in flying hours is seen as favourable. The process in place is well structured currently.
- SOU have never asked to work outside the S106 agreement. We need to test that opinion by going to the wider public. Change management needs to be reflected on from previous events. Lessons learnt and engage earlier.

## Resilience

- Local transport network not currently catered towards any future growth. Upgrades need to occur.

## Table 2 Summary

### Safety

- Safety is paramount. Technology – is it resilient? Do we put all our efforts into the one GNSS technologies? Does the industry have the capacity to deliver in future and now?
- Need ground facilities and staff to cope.

### Capacity

- When designing the airspace, you need to account or ground facilities. Members of staff, location of taxi runway etc. Will the local structural links accommodate this?
- Flow of people - weakest link needs to be addressed i.e. getting people to the airport. Capacity outside of the airport needs to be addressed also regarding local transport network.
- Delays could have a knock-on effect to customers and media.

### Flight efficiency and environmental performance

- Debate about air quality. Flight efficiency and overtaking the ground is a very desirable outcome. Can we remove the need to fly so low all the time?
- Aircraft efficiencies need to keep happening. Mandating certain classes of aircraft.
- Clean air zone consultation learnings – infringements can be followed up on?
- What are the impacts from increasing capacity, not just in the air but to ground based sources too? We are on the ground most of the time, how does this work? Electric buses, can they be incorporated? Increased local emissions might not come from the aircraft but will be there as a result of the airport.
- Particulates need to be carefully considered. Heavy metals from unburned fuel are dangerous and this needs to be accounted for – this has been found in areas surrounding the airport. Air quality can be affected by prevailing winds coming over from the continent. At what point do particulates increase? Data needs to be studied and actioned. Global emissions need to be accounted for.

### Noise

- Damned if you do and dammed if you don't regarding moving flight paths and sharing the burden. Consult those affected as you don't want to make untested assumptions.
- Get the planes up quickly, although in counter – this will increase throttle and noise/air quality issues to locals. Can we please get the data? This will inform our decisions.
- Coming into the airport, continuous approach needs to be made a priority when landing. This will reduce emissions. Design solutions at source.
- Move the routing for those impacted heavily maybe? At what point do we say the flight routing is breaching limits for noise? Harder to manage the noise impacts if we are spreading the impact? What sort of standards do we expect?

## Technology

- New technology drives the process and needs to be robust for security purposes. Again – is technology resilient and are there going to be any failsafe's?

## Integration

- Integration of airspace – public perception that to be had. They expect that safety is paramount. The idea that other users aren't accounted for and can cause safety issues worries us e.g. gliders and small aircraft. You need to be able to separate aircraft effectively.

## Resilience

- Resilience doesn't trump safety and environmental issues. Aviation is at the centre of the fight against global warming.
- Resilience needs to be set against the weakest link in the chain. The number of personnel on the ground will affect the airspace more than airspace changes in the air.
- Regulatory changes and laws need to be accounted for. ACPs must follow rules but maybe the rules could be changed. Fines for airspace infringement should be pursued. Automatic fines can help in the management of airspace. There is a global regulator for aviation that will strive for safety. Leaving the EU won't exclude us from all of this.

### Closing comments regarding the presentation

- Early engagement has been very good. Happy that this is happening now. The earlier the engagement occurs with the public, the greater the level of understanding this will enable.
- Any developments or consultation need to lay out in both simple terms for local government/business stakeholder and the wider community.

Glossary

<u>ACP</u>	Airspace Change Proposal / Process
<u>AGS</u>	AGS Airports Ltd
<u>ANSP</u>	Air Navigation Service Provider
<u>ATC</u>	Air Traffic Controller
<u>ATM</u>	Air Traffic Management
<u>ATZ</u>	Aerodrome Traffic Zone
<u>BOH</u>	Bournemouth Airport
<u>CA</u>	Civil Aviation
<u>CAA</u>	Civil Aviation Authority
<u>CTA</u>	Control Areas
<u>DME</u>	Distance Measuring Equipment
<u>EC</u>	Electronic Conspicuity
<u>GA</u>	General Aviation
<u>GBAS</u>	Ground Based Augmentation System
<u>GBN</u>	Ground Based Navigation
<u>GNSS</u>	Global Navigation Satellite System
<u>GPS</u>	Global Position System
<u>ILS/MLS</u>	Instrument/Microwave Landing System
<u>IOW</u>	Isle of Wight
<u>IRT</u>	Instrument Range Testing/Test(s)
<u>LARS</u>	Lower Airspace Radar Service
<u>MATZ</u>	Military Aerodrome Traffic Zone
<u>NATS</u>	National Air Traffic Services
<u>NAVAIDs</u>	Ground-based navigational aids
<u>NDB</u>	Non-Directional Beacon
<u>PBN</u>	Performance-based navigation
<u>SON</u>	Statement of Need
<u>SOU</u>	Southampton Airport
<u>UHF</u>	Ultra-High Frequency
<u>VFR/IFR</u>	Visual Flight Rules/Instrument Flight Rules
<u>VOR</u>	VHF (Very High Frequency) Omni-Directional Range (VOR)

# **Supporting Documentation Reference 4**



2020



Balfour  
Beatty  
Environmental  
Communications  
Group

## **Document Overview**

This document is an overview of a Follow-up Workshop held with a mix of Aviation, Local Government and Business, and Community and Interest stakeholders on Friday 19<sup>th</sup> July regarding the development of design principles for a change in Southampton Airport's airspace.

Please note that all conversation was summarised in the interests of transparency, although not everything stated by attendees was always applicable to Southampton Airport, the ACP or the Design Principles.

## **Workshop objectives**

The objectives of the workshops were to:

- Increase awareness and understanding among participants about the need for airspace change and of the process for bringing it about.
- Offer clarification on points raised in feedback at the previous three design principles workshops on 27<sup>th</sup> June and 1<sup>st</sup> July.
- Provide a summary of the feedback received during the first three design principles workshops, from the feedback received in writing in response to these, and from the Focus Groups held.
- Explain the initial design principles statements that we have developed based on the feedback received so far.
- Gather feedback from stakeholders in response to these draft statements, with the aim of refining the design principles for submission to the CAA.

### **Attendees representing Southampton Airport**

#### SOU attendees

- SOU attendee 1: provided a brief overview of the Southampton Airport Master Plan at the beginning of the presentation, to address a request for clarification made by stakeholders at the initial workshops. they latterly provided additional information to stakeholders' questions where necessary, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.
- SOU attendee 2: observed the session and provided additional information in response to stakeholders' questions, where necessary.
- SOU attendee 3: observed the session and provided additional information in response to stakeholders' questions, where necessary.

#### Trax attendees

- Trax attendee 1: led the presentation throughout the workshop; walking stakeholders through the points of clarification which emerged from initial workshop feedback; summarising the feedback received in response to the first airspace design principles workshops; presenting the feedback from the focus groups, held in addition; providing a recap of the need for Airspace Modernisation; outlining the proposed design principles which had been formulated in response to all feedback received; and seeking feedback from stakeholders in response to these draft principles.
- Trax attendee 2: observed the workshop and provided additional information to stakeholders' questions, where necessary.

#### BECG attendees

- BECG attendee 1: facilitated the room discussion and ensured that all key objectives were met throughout the session.
- BECG attendee 2: minuted the feedback.
- BECG attendee 3: minuted the feedback.

**List of Attendees**

<b><u>Organisation</u></b>
easyJet
Flybe
Western Air Thrupton
Independent Commission on Civil Aviation Noise (OBSERVER)
Airspace-4-All
Farnborough Airport
Bournemouth Airport
Gatwick Airport
Hampshire Constabulary
Twyford Parish Council
Winchester City Council
New Forest National Park Authority
Solent Local Enterprise Partnership
Townhill Park Residents Association
Eastleigh Borough Council
Compton and Shawford Parish Council
Airspace Change Organising Group (OBSERVER)

## **Notes from the Workshop**

### **Minutes of Previous Workshops**

Each stakeholder present had received a copy of the external minutes of the initial design principles workshop relevant to their stakeholder type, whether they had personally attended or not. As such, Aviation stakeholders received the external report on the Aviation Workshop on 27<sup>th</sup> June; Community and Interest stakeholders received the external report on the Community and Interest Workshop on 1<sup>st</sup> July; and the Local Government and Business stakeholders received the external report on the Local Government and Business Workshop on 1<sup>st</sup> July.

A Trax representative gave the attendees present an opportunity to comment on the contents of the minutes. None of the stakeholders in attendance sought to offer comment.

### **Clarification Questions**

A Trax representative provided clarification on EU 2018/1048 and spoke about its implications for what SOU is required to do. They noted that some people believed that the ACP was purely driven by this Implementing Rule, but that this was not the case. SOU's ACP instead relates to the modernisation of airspace as required by FASI-S.

A Trax representative noted that questions had been raised about safety assessments: they noted that CAP725 left stakeholder engagement to the end, while CAP1616 involves engagement from a much earlier stage, before principles have been developed, and that this enables stakeholders to see how proposals have been formulated. They outlined the different stages, and noted that Stage 2B would involve safety assessments, and that 3A and 4 would involve a much "deeper dive" into safety. They noted that the full safety case would be presented at the end, and that sign-off would be received from the safety regulator as late as a month before the changes go live, when all training has been completed.

A Trax representative spoke about the current issues faced by SOU from a pilot / ATC perspective, and spoke about the distinction between the ACP and the DCO, noting that this workshop was focused on the ACP. They noted that these processes were separated but related in the sense that both were influenced by capacity and aircraft types expected to use the airspace. They noted that questions had been raised about ground infrastructure and surface access, but that these were DCO / Master Plan issues, not related to the ACP.

A Flybe representative noted that the main issue faced by pilots approaching SOU from London is that they could not approach in a straight line, due to London's airspace. Any flight arriving from the North must overfly Winchester twice, simply to land. They noted that this issue was not present from the South, where straight line approaches were possible. They noted that this would ideally be the case for arrivals from the North, which would reduce noise, pollution, and track-miles.

A Trax representative clarified that this was only the case for runway 20, with the Flybe representative in agreement.

The Flybe representative reiterated that the ideal scenario for pilots and airlines would be straight entry in from the North to avoid double overflight of Winchester.

## Master Plan Slides

An SOU representative gave a brief overview of SOU's high-level Master Plan. They noted that the Master Plan in full was available on SOU's website, but that they would introduce the relevant portions for the workshop. Regarding Air Transport Movements (ATMs), they stated that SOU is not at capacity. They explained that while SOU believe it is realistic to double passenger numbers by 2017, there is no plan to double the number of ATMs, due to increased efficiency and larger aircraft. From an airspace perspective, they noted that the that the key numbers are an increase from 39,300 movements per year to 57,800 movements per year by 2037.

They stated there is no plan to increase the airport's opening hours for flights, and that any development would be within the existing boundary fence. They also presented an overview of current and projected economic impact. They introduced the plans for future airport development in terms of terminal, runway, etc. presenting an artist's impression for how the airfield might look by 2037, highlighting the runway extension but stating that the airport had no current plans for the threshold (touchdown zone) to change, so this would not affect to profile of arrivals on final approach. They noted that taxiways were heavily dependent on traffic movements, demand, and willingness of Eastleigh Borough Council to grant planning permission. They noted the plans to increase the capacity for parking aircraft to the North, and moving existing general aviation hangers, fire station etc. to the South.

An Eastleigh Borough Council representative stated that the masterplan did not list larger planes, but that the Master Plan slides show larger planes. The SOU representative explained that there are no plans to introduce entirely new large aircraft, but that there are plans to alter the makeup of the fleet that lands at SOU; specifically, by increasing the frequency of larger aircraft. The Eastleigh Borough Council representative queried whether the planes proposed were the 737-800. The SOU representative stated that the most common aircraft at present was the Q400 but that there was a plan to increase the number of A320 and B737 aircraft.

An Eastleigh Borough Council representative requested details of hourly ATMs by 2037 and the associated noise contours with the new fleet mix, rather than simply annual figures, as frequency makes a huge difference. The SOU representative explained that it is difficult to know at this stage and no concrete figures can be provided as this would depend on airline scheduling. Nevertheless, they indicated that this would likely mirror current plans and explained that some detail on this had been factored into noise profiles and was available in the Master Plan. The Eastleigh Borough Council representative noted this but stated that it would be more transparent if the Master Plan contained information around ATMs per hour.

A Winchester City Council representative noted that a planning application is due for the Master Plan at the end of this month and queried whether there would be a longer consultation period for this type of application, and what the consultation deadline would be. The SOU representative said they will let Winchester City Council know once a clear deadline will be set.

A Western Air Thrupton representative stated that the future airport development plan showed development south of the existing terminal, where the 2037 showed the post office building in place. A SOU representative clarified this point. The Western Air Thrupton representative queried whether there would be development of the existing apron. The SOU representative clarified that this was not the case.

The SOU representative explained that the slide showing Southampton Airport's indicative layout in 2037 is an artists' impression only and not representative of a planning application. It shows what SOU could do, and we thought it would be useful to show you from an airspace perspective.

A Trax representative explained that where there is an overlap between the ACP and the Master Plan; it is in reference to the number of Air Traffic Movements and the aircraft types.

The Trax representative explained that from an airspace perspective, passenger numbers are irrelevant, and ATMs are the element that should be considered. They noted that by 2037 there would be a daily average expected around 155 ATMs, up from a current daily average of 110 ATMs i.e. an additional c.22 arrivals and 22 departures per day by 2037. They noted that the types of aircraft and the forecast schedule would be important to know when it comes to assessing route options, as we would need to consider noise etc. They clarified that ACPs typically look forward 10 years in terms of cost, benefit, and impact, whereas a DCO projects forward the lifespan of the application.

### **Points raised regarding Re-Cap of Airspace Modernisation**

A Trax representative introduced FASI South and its history, and briefly commented on the introduction of the Airspace Modernisation Strategy (AMS). They noted the original Future Airspace Strategy was written in 2010 and that this evolved into the AMS last year. They stated that the 16 airports involved in the FASI South process are responsible for the airspace design/changes under 7,000 feet, with NATS responsible for the airspace above 7000ft. They highlighted the scale and complexity of the challenge.

They then asked a representative from Airspace Change Organising Group (ACOG) to clarify the role of their organisation. The ACOG representative stated ACOG is not just a NATS body, but rather a mixed group with secondees from various aviation related groups whose role is to oversee and coordinate the 17 ACPs (airports + NATS).

A Trax representative noted that from a community and stakeholder perspective, airports must coordinate their consultation activities, to ensure that communities were all represented and that the approach would be joined-up. They noted that stakeholders' views may change based on different proposals. They added that airports need to coordinate their engagement with their consultees and consider the cumulative issues. Many airports were developing design principles to avoid overflight of communities with multiple routes.

A Western Air Thruxton representative asked whether, with the division of responsibility between NATS and airports, they could reasonably assume that there will be a change to the upper limit of SOU's CTA, particularly to the North, in order to avoid what Flybe and others have noticed – namely the removal of the Winchester orbit. They also asked if any change would be to Classes B or D airspace, and not Class A? The Trax representative stated that nothing could be assumed and asked for further clarification.

The Western Air Thruxton representative noted that the upper limit of the CTA to the North was 5,500ft, but that at Southampton this increased to 6,500ft. They suggested that to provide acceptable descent gradients, there would need to be an extension to the North and a raising to the CTA base. They stated that GA users wanted to see no rise to the lower levels and that if this can be done to the north it can be done to the south.

The Trax representative stated that nothing could be assumed, but that if more airspace were needed by SOU, it would be unlikely to be Class A – though they noted that this was not a commitment, and this could not be confirmed, but was simply his expectation.

The Trax representative stated explained that there were several queries about how much extra airspace is required and that this must be linked to the Master Plan. They linked this to the figures on aircraft movements presented by SOU and noted that the figures presented by SOU were available in

the Master Plan. They noted that the increase in ATMs was not a huge increase from an airspace POV, putting this in the context of 110 to 155 ATM, though it may be significant factor in terms of passenger numbers. They noted that the important thing to ensure is that airspace must not constrain this growth.

The Trax representative noted that SOU was legally required to use PBN and that we cannot get away from the fact that this concentrates noise. On this basis, they said, the principles that were most important to communities generally relate to mitigating the effects of this concentration. They continued, saying that most people were in favour of sharing the burden, but that a small minority supported concentrating. They also noted that airports and ACPs need to consider all airspace users, including GA users.

The Trax representative presented an overview of the seven-stage process and highlighted that the present stage was Stage 1B. They noted the role of the CAA and pointed out that they were focused on the process, not the principles themselves. They stated that SOU are developing design principles along with our stakeholders and submit to the CAA the evidence of what they said, though this is redacted. They outlined that the CAA are checking whether we have applied the process, looking at how airports have engaged and how they have taken on board feedback. If feedback was not incorporated, there must be an explanation as to why not.

The Trax representative stated design options are sought to meet the principles, though these principles can contradict each other, before assessing them against the design principles, and taking forward options which best meet the principles. We have to show all options, including the ones that may be non-viable. After we create options, we come back to the same stakeholder groups and show all the options. Only then do we do the design principle evaluation followed by the options appraisal. The Trax representative drew attention to the process of option analysis and the down-selection of options, and the airport's ultimate selection of a preferred option. They noted that a public consultation would take place when the final options had been developed, and that feedback would be received through this process, stating that proposals may change as a result and that re-consultation may be required if the changes mean that the impacts articulated in the original consultation were materially different.

A representative from Compton and Shawford Parish Council asked about a rough timeframe for the process.

The Trax representative stated that ACPs typically take a minimum of two years but this will be longer owing to the dependency on FASI-S. A SOU representative noted that 2023 would be the earliest expectation for implementation. They stated that design principles are a framework against which to evaluate the options and that there is no requirement to use multiple routes, but it is a requirement to investigate and consider them. They noted that having things that mattered to stakeholders in the principles was useful.

### **Points raised regarding Feedback Theme of Safety**

A Trax representative introduced the theme of safety, outlining the feedback received from the Aviation, Community, and Local Government and Business groups. Much of this involved reading from "Safety Feedback – A Summary" from the Follow-up Workshop presentation. They highlighted the following feedback themes from the presentation: the need for a baseline of safety performance to measure against; the need for a simple airspace structure; the need for routes to be deconflicted by design; the need for safety nets; the need for new technology use to be guided by safety; the need for visual demarcation of CAS for GA; the need to avoid pinch points; and the need to consider the risk of removing NAVAIDs.



The Trax representative explained that according to some feedback, stakeholders said that if airspace boundaries are changing, it would be helpful to have visual elements on the ground to help those who are flying visually, in addition to coordinates.

A Flybe representative said that it is important to consider the context of changes across 16 different airports, namely that overnight the routes for every airport will be different. They argued that from a safety point of view, simplicity would be very important and would be particularly important for pilots who only rarely flew into SOU. They explained that while they are committed to reducing noise, safety is the most important overall. You can have 45 different routes, but if people (pilots) are confused, this will reduce safety. They noted that ATC's are always working in the same airspace, but that crews may only go to a given airport a few times a year, meaning that simplicity was particularly key. A representative from Airspace-4-All agreed.

An easyJet representative told us that they were also involved with introduction of an ACP at Southend Airport, and stressed the need for communications management in the roll-out and implementation of this ACP.

A Winchester City Council representative queried how this ACP would affect the safety of small aircraft. The Airspace-4-All representative explained that if airspace is complicated and changes by time of day, then this could increase the risk of airspace infringement, which the the CAA has a legal duty to review and enforce accordingly all infringements, and that this could result in an infringement awareness course or the need for legal action.

A Flybe representative noted that infringements can lead to easyJet planes being pulled off routes and being put into circular holds, causing noise issues. They observed that SOU has some of the most infringed airspace in the world.

The Airspace-4-All representative explained that the process of enforcing against infringement is complicated as ATC's have to 'sanitise' the airspace when they see an infringement.

A Flybe representative noted that when GA traffic gets near the boundary of controlled airspace (even when the GA traffic is not going to infringe), there is a possibility that avoiding action is given. They are keen to see greater buffers between controlled and uncontrolled. The Airspace-4-All representative suggested that this was not correct, and that ATC's were not required to redirect traffic. A Flybe representative confirmed that ATC's did sometimes need to provide avoiding action if they thought an infringement was imminent.

A Western Air Thrupton representative noted that airspace around SOU is complicated and that it takes real effort to avoid its controlled airspace, and if changes occur, ATC numbers need to be reviewed. He stated there are not enough controllers at the moment and that SOU will need more to keep GA traffic safe.

A Trax representative noted that this point was raised later in the presentation and that some PBN routes could take a great deal of space, and that they needed to exist within CAS, though this did not need to be solely Class D. They also noted the community's desire that safety should not be compromised; that wildlife migration should be considered; that the proximity to roads and schools be considered; and that nature sites should be considered in relation to bird strikes. They asked specifically whether SOU get many bird strikes. A SOU representative confirmed that bird strikes were not common at SOU but that a lot of work was done to ensure this - SOU and other airports are required to have a Bird Management Plan.

The Trax representative noted the priorities of local government and business: safety as a primary concern; sufficient obstacle clearance retained; flight paths avoiding dense populations; and the risk of unknown aircraft interacting with airspace.

A Winchester City Council representative stated the GPS system needs to be safe from nefarious individuals, particularly against potential terrorism, to which the Trax representative stated should be captured within the technology principles.

### **Points raised regarding Feedback Theme of Flight Efficiency and Performance**

The Trax representative noted that only a small number of aircraft can do short, final, curved approaches, and their feasibility this would be investigated by the airport, and that if an aircraft can make a continuous climb, it should require less controlled airspace. They noted the concerns of communities regarding NOx, air quality, and emissions and that they would welcome a reduction in airborne holding. They explained that airspace change does not inherently alter air quality, but that they were related, due to the impact of the forecast increased flights expected. The Trax representative noted that it's one thing to create a more efficient airspace for commercial planes, but if the result is that GA fly lower to go around, then there's an environmental impact to this.

The Trax representative noted the wishes of local government and business: air quality, noise, emissions Clean Air Zone consultation, etc. plus the desire to route aircraft over water, and the impacts on air and water quality. A Winchester City Council representative noted that the impacts of secondary development resulting from increased numbers (e.g. park and ride). The Trax representative noted that this would relate more to the DCO/masterplan, but that the airspace change sponsor would have to consider and demonstrate the impact of the change on air quality.

An Eastleigh Borough Council representative pointed out that steeper approaches would benefit Eastleigh, and this should be considered.

A Flybe representative stated that this would not necessarily be the case for arrivals but may have an impact on departures. The Trax representative pointed out that there may be differences in opinion for different local authorities but that closer local authorities had less desire for steeper climbs, whereas authorities farther away would have a greater desire for steeper climbs.

A Townhill Park Residents' Association representative noted that aircraft are already pulling up very steeply on departure and that the noise difference between this and arrivals was significant. They noted that there was a huge difference between aircraft, with larger aircraft being significantly louder, and noted that an increase in larger aircraft would have an impact. The Trax representative noted that aircraft were generally louder on departure, so the view on this depends on where you live.

An Eastleigh Borough Council representative noted the presence of an air quality management area, and that an increase in air traffic could reduce the positive impact of efforts being made elsewhere for air quality. They also stated that Eastleigh Borough Council are looking at a 50% increase in aircraft in airspace and asked at what point does the number affect air quality - air quality can be affected by places very far away do more planes equal more air quality issues? The Trax representative said that air quality is not a non-issue, but that generally impact is mostly passengers going to and from the airport and noted that SOU will need to show the impact on air quality of its ACP.

An Eastleigh Borough Council representative pointed out that since the last workshop, various local authorities had declared climate emergencies, and that Winchester and Eastleigh both had 2030 targets for carbon neutrality. They confirmed that strategies would be produced by these councils for environmental management and would liaise with SOU.

### **Points raised regarding Feedback Theme of Capacity**

The Trax representative introduced the feedback given in terms of capacity, as outlined on the PowerPoint presentation. They provided clarification on what PBN stood for at the request of an attendant from AT. They noted the impact of SOU's DCO on an increase in ATMs and larger aircraft types, and that the potential change will affect the ACP. They also explained that SOU have to explain whether additional capacity will cause increase CO<sub>2</sub> emissions as part of the ACP.

### **Points raised regarding Feedback Theme of Noise**

The Trax representative noted the feedback presented on noise, pointing out that more restrictive GA movements could have a significant impact on residents and that this could reduce the positive impact of commercial airspace adjustments - explaining that additional controlled airspace can increase noise from GA if they are forced to concentrate in lower areas. They noted that the current airspace is limited and that added new or multiple routes with sizeable gaps could require additional controlled airspace in some areas; emphasised that multiple routes must be considered.

An easyJet representative noted that respite meant different things to different people. The Trax representative agreed, highlighting the different views taken towards respite. They noted that this also included different perspectives on respite regarding noise: does it mean less noise at certain times of day or no noise at certain times of day? They also discussed differences in noise and contouring, should different routes be used.

An Eastleigh Borough Council representative commented that SOU had alluded to visual impact and that this was a concern for some stakeholders e.g. South Downs National Park Authority, stating that ecological impact needed to be borne out more strongly in the feedback outline, as it was present in the principles but needed more emphasis prior to this. The Trax representative confirmed that this would be added for the next workshop. The Eastleigh Borough Council representative added that the current noise feedback summary does not pick up non-human noise receptors.

A Winchester City Council representative noted that multiple respite routes may not be practical without expanding controlled airspace. The Trax representative stated that this has not been ruled out, but something to be cognisant of.

A representative from Independent Commission on Civil Aviation Noise commented that those who wanted to concentrate traffic / do not want to share traffic, should be brought to areas where traffic is presently, as the noise levels are unbelievable. A Winchester City Council representative empathised that Eastleigh residents will inevitably get noise no matter what flight paths are used, whereas changes to routes near Winchester could see a lot more complaints. They also asked how SOU are going to empirically assess consultative responses and come up with defined routes, as different airports within FASI South may view design principles differently.

The Trax representative noted that consultation responses are normally a mix of for and against, but that responses to consultations are generally in objection, regardless of the proposals as those in favour tend not to respond (because they are not affected)

A Townhill Park Residents Association representative commented on the emergence of new engine technologies, highlighting Rolls-Royce's approach to electric engines, and suggested that this should

be pointed out to residents, as this could make the pain of additional noise seeming more short-term. They continued that SOU need to really draw upon the long-term benefits.

The Trax representative noted that proposals could not be developed on the basis of potential technologies. A Flybe representative noted that airport expansion would see a shift from turboprop to turbojet or turbofan, and that this would affect not only the volume of noise but also the type (tone, pitch etc.). Similarly, they said the type of noise will change as you move up through sizes of Aircraft. they suggested that this should be considered sooner, rather than later. They also pointed out that smaller airplanes almost served as their own form of respite for local residents around LHR.

#### **Points raised regarding Feedback Theme of Technology**

The Trax representative introduced the feedback given on the theme of technology, as highlighted on the PowerPoint Presentation. they noted particularly the need for operators to have fail-safes in place. They summarised the feedback by saying that participants desired for technology to embraced, but not at the expense of safety. They observed that current air traffic surveillance cannot 'see' all types of Electronic Conspicuity and that if GA want access to CTA at the moment, they need to have the more expensive technology (transponders).

#### **Points raised regarding Feedback Theme of Resilience**

No comments from stakeholders in the room regarding this slide.

#### **Points raised regarding Feedback Theme of Integration**

The Trax representative explained the different classifications of airspace: Class A (commercial – very restricted); B (not present in UK); C (not relevant here); D (low-level around airport but clearance needed); E (easier access for GA but can have limitations); G (uncontrolled - no clearance needed and open to anyone). They noted that GA generally did not want Class A; that D was acceptable sometimes; and G was very desirable with E being preferable over D.

A Western Air Thrupton representative queried whether SOU had accounted for the judge-led inquiry into the use of airspace at a lower level.

## Points raised regarding Draft Design Principles

The Trax representative noted that there are certain over-arching regulations that the ACP must meet and if it doesn't adhere with the Air Navigation Guidance 2017 then it will not be permitted - SOU have to demonstrate that it meets the Noise Policy Statement for England and all CAP1616 requirements

An Eastleigh Borough Council representative asked whether the ACP will need to meet the government's new noise strategy of July 2019, whose consultation was last year, or whether it will be out-of-scope. He stated that this could be found by searching for the government noise strategy. The Trax representative said they would investigate before finalising any design principles. They then went on to introduce the proposed principles for discussion on a per-theme basis, noting the need to consider each principle and the extent to which it was reflective of the feedback received. They requested general first thoughts before the individual consideration of principles.

The Trax representative noted that safety was typically prioritised, as SOU need to demonstrate that this ACP delivers an airspace that is as safe or safer. Other principles may be prioritised but that this is not essential. They noted that other airports had listed an order of priority, and that weighting was also an option. If the group wanted to discuss a priority, they were welcome to do so.

The Eastleigh Borough Council representative stated that given most of the discussion so far has related to environmental impact, they suggested that there is potentially a need for the environmental principles to be more strongly worded or given greater priority. They proposed changing language somewhere to include a need to reduce impact on the environment, specifically: they suggested that the first environmental principle should be changed to mean that the ACP should reduce, not just minimise, the impact. They suggested that there should be an aim of making net gains.

The Airspace-4-All representative observed that the whole purpose of the Airspace Modernisation Strategy (AMS) is to reduce environmental impact and that there should be a net gain to the environment as a result and that delivering steeper and more continuous descents and ascents will reduce environmental impact. The Eastleigh Borough Council representative agreed but stated that wording still needed to be tightened up.

The Trax representative noted that when design choices are made, the design principles are helpful. Ensuring Airspace Change leads to 'no worse' than today or no net gain in environmental impact would be a key factor. The Eastleigh Borough Council representative felt that the meaning of the second environmental principle, arguing that it is essentially meaningless and that the forum should want consistency of language between principles. A Winchester City Council representative provided clarification and explained the difference between minimising impact and avoiding degradation - saying no degradation, which means no worse, is not consistent.

A Townhill Park Residents Association representative asserted that satellite technology in airspace will have a definite positive impact on air quality, and argued that they had seen at Southampton International Airport Consultative Committee how satellite technology had improved flight paths, comparing the North and the South of SOU's airspace, through a rationalisation of flight paths and a reduction of holding patterns/plane stacking. They noted that airlines and airports were, really, a small proportion of air pollution. People may disagree through preconceptions, but through comparing the two systems working at the Airport today, you will see the difference technology can make – the North looks like spaghetti junction whereas the South doesn't. They also noted that using Satellites, ATC's can direct different planes to fly at different speeds to manage approaches, thus improving the air quality with no holds. They stressed that we should be concentrating on cars and lorries, which are kicking out pollution.

A Twyford Parish Council representative noted that there was inconsistency in language, and that “should not increase” should be used, rather than “minimise” in the environmental impact principles. An Eastleigh Borough Council representative stated that the use of “net gain” would be better wording.

A Gatwick Airport representative noted that any introduction of phrases such as “net gain” or “no worsening” would raise questions of current limits and benchmarks, and that it would be better to focus on objectives.

A Winchester City Council representative stated that they have no definite understanding of what contribution to air quality that regional aviation makes as they have no data, with monitors being at ground level. They noted that there was no way to establish whether any particulate came from an aircraft or from a ground-based polluter. They stated that measurements should all be about direction of travel, and that SOU should be looking to reduce track-miles.

The Trax representative suggested an alternative principle, to which no objections were raised: “airspace change arrangement contributes to improvement to the local environmental impact/air quality”.

An Eastleigh Borough Council representative commented on the presence of ecological receptors. The Gatwick Airport representative provided clarity on the question of ecological impact, noting that there is an element there in terms of flora and fauna – but not as a priority. The Trax representative suggested that there should be one overarching environmental principle, not three separate ones. No objections were raised to this.

An Eastleigh Borough Council representative commented that the third principle on noise should include statutory sites.

The Trax representative introduced the safety principles. A Flybe representative suggested that infringements should be specifically mentioned in safety, and that its presence in technology was not altogether appropriate. They stressed that design principles for SOU has to take into account the high-level of infringements. A Winchester City Council representative agreed. The Trax representative suggested that infringements could be worked into the first principle, to which there were no objections.

A Western Air Thrupton representative suggested that this principle should aim to be certain, using no “woolly words”. They proposed use of the word ‘avoid’ reduced certainty of things – and would prefer to say, ‘should not introduce/add complexity or bottlenecks.’ An easyJet representative suggested that it should also refer to enhancing segregation. An Airspace-4-All representative commented that segregation was not desirable for all as this would mean that GA users could not enter controlled airspace.

A Gatwick Airport representative noted that introducing complexity may prove necessary as a means for improving safety – meaning that ruling out additional complexity could have a negative impact on other aspects of safety. They stated that SOU might not want to rule out routes with multiple benefits by seeking to avoid complexity.

A Winchester City Council representative suggested the wording say it should be ‘as simple as possible’. The Trax representative stated that this would be considered but they were already aware of the complexity of existing airspace.

A Flybe representative suggested that SOU's airspace was more complex than LGW's despite the lower number of ATMs. A Gatwick Airport representative suggested that the simplification would be inherent in the changes being made, e.g. efficient departures and organisation procedures. The Flybe representative suggested that a detailed discussion was not yet possible, but that simplicity should be a general aim. They suggested that an overarching aim for Flybe was to have predictable routes, specifically for arrivals, as this would contribute to commercial success. They suggested that this should be captured in a principle and made it clear that as an airline, having predictable routes means predictable fuel. The Gatwick Airport representative suggested that predictability could be added as an objective of the airspace change proposal, as you could have predictability for both communities and planes - routes needing to minimise or avoid tactical intervention. A Flybe representative suggested that "procedural deconfliction" could be introduced.

The Trax representative introduced the proposed principles for noise. A Winchester City Council representative suggested that the principle about "fair and equitable share". The Trax representative confirmed that was currently the case, as the result of feedback from the elected representatives so far.

An easyJet representative questioned the notion that there should be no increase in controlled airspace. They felt that SOU need this to increase flexibility and achievability of other aims.

A representative of Compton and Shawford Parish Council pointed out that GA had a loud voice compared to others in the forum and noted that it was necessary to think critically about this. "Why should GA have a greater voice than communities?" The Airspace-4-All representative felt that point misunderstood the nature of the GA community. They stated that GA represented half a million people across the UK.

The Compton and Shawford Parish Council representative suggested that this was nonetheless a minority interest and asked why local communities should suffer.

A Western Air Thrupton representative noted that government policy is an aim to reduce the controlled airspace down to a minimum. The Airspace-4-All representative added that if ACP goes against government policy, it will be kicked out. The Compton and Shawford Parish Council representative suggested that whilst the Secretary of State's stated objective was to keep controlled airspace to a minimum, a principle should be introduced to increase controlled airspace and enable relief from noise. They then claimed that there was a predisposition against multiple routes in the room, saying that multiple routes and increasing airspace should not be ruled out. A Bournemouth Airport representative advised all that increasing controlled airspace could increase noise - if funnelled GA into narrow points.

The Trax representative stated that as part of this process SOU will show radical plans for stakeholders to view, which might contain the necessity of additional controlled airspace, and that some design principles will conflict, due to the amount of principles gathered during the engagement process. They noted that the Compton and Shawford Parish Council representative was unhappy with the presence of principles stating that CTA should not be expanded. They highlighted that they were obliged to work within the principles, and that there would certainly be options involving the expansion of airspace and would not be eliminated from consideration at this stage.

The Compton and Shawford Parish Council representative observed that environmental and noise issues come through strongest from the community, whilst the Airspace-4-All representative noted that airspace needs to feature in the ACP as well. The Compton and Shawford Parish Council representative stated that the airspace principle comes from GA, which may limit options available. They suggested that the first airspace principle's wording could be changed, as "should not" is very definitive.

The Trax representative suggested as an alternative the words “should seek to minimise the overall volume of controlled airspace”, noting that government policy says we must investigate multiple routes to offer respite. The Compton and Shawford Parish Council representative stated that multiple routes need to be considered, and that conflicting government policy shouldn’t mean a decrease in airspace.

The Trax representative stated that SOU have to consider how to minimise total adverse impact of noise and asked the room “What would you like to see?”

The Compton and Shawford Parish Council representative suggested the use of the words, or similar, “should seek to minimise the overall volume of controlled airspace”. A Flybe representative objected to this, stating that they did not want to reduce controlled airspace if there are not reasons for it, pointing out that Flybe have to justify any increases to controlled airspace before any changes are made. They stated that a balance needed to be struck, and they were happy with the existing wording.

An ACOG representative suggested that the wording of the noise principle may pre-empt the consultation to integrate consideration of respite. The Trax representative explained that the reason for this principle was to provide respite. The ACOG representative suggested that the principle should lean towards multiple routes, as this was the key factor affecting Compton and Shawford Parish Council.

The Trax representative stated that this was already in policy, so having a principle for this was unnecessary. They suggested a principle which explicitly included the consideration of multiple routes – specifically, adding “including consideration of multiple routes” onto the end of principle 2 on Noise.

An Eastleigh Borough Council representative suggested that the first noise principle should make mention of “humans and other receptors” of noise, not simply on communities. The Trax representative proposed removing “on communities” from this line to be more inclusive.

A Townhill Park Residents Association representative queried whether this was developed in relation to the movement of planes onto different take-off paths, and queried how different routes could be developed in the case of SOU, where people would begin to have low-flying planes overhead where this was not the case before. They stated that if you had multiple routes then people have low flying planes over houses they never had before, then this will lead to more complaints.

The Trax representative noted that the principle focused on total impact, not the number of people impacted, and that sometimes reducing the impact would require an increase in the number of people impacted. The Trax representative again suggested a removal of “on communities” from the first noise principle.

A Western Air Thrupton representative suggested that the final noise principle was not an ACP issue and was tied by a S106 agreement. The Trax representative confirmed this but noted that it was important for the principles to reflect all feedback - people mentioned it in their feedback.

A Winchester City Council representative queried whether this was related to sub-7000ft levels. They noted that it was almost impossible to avoid flying over South Downs National Park and that noise was almost inaudible above 7000ft. The Trax representative confirmed that the ACP related to sub-7000ft

A Winchester City Council representative queried whether there was an order of priority for areas of outstanding national beauty and densely populated areas. The Trax representative stated that government policy was not to prioritise either.



A BECG representative noted that time was short but that all participants had been provided with feedback forms and could therefore additionally provide written feedback to be included.

The Compton and Shawford Parish Council representative queried the point about complexity, asking whether we have ruled out making things more complicated. The Trax representative stated they had not but explained that SOU's airspace was already complex. A Gatwick Airport representative suggested that the words "should seek to" could be implemented into the principle about complexity to say that we haven't ruled it out.

An Eastleigh Borough Council representative suggested that SSSIs (Sites of Special Scientific Interest) should be added to the third bullet on noise. A New Forest National Park Authority representative challenged the evidence of noise impacts on SSSIs and their designation, arguing that this is captured by the third point under Environment. The Eastleigh Borough Council representative argued that the difference is between the location itself and the receptors e.g. animal species. The New Forest National Park Authority representative stated that SOU was probably unique as an airport surrounded by national parks.

[A Winchester City Council representative then left the room].

The New Forest National Park Authority representative emphasised that SOU need to consider the National Parks' statutory purposes. The Trax representative asked whether we should remove the principle on night-flights, with an explanation of why.

The Airspace-4-All representative suggested that on the third technology bullet, ADS-B could be replaced with electronic conspicuity.

**Principles to be taken forward**

The Trax representative summarised the main changes from the above exchange as follows:

*Second Bullet of Safety: Should not introduce additional complexity and bottlenecks in both the network and class G airspace and should contribute to a reduction in infringements.*

*All Environment: Should ensure that the airspace change contributes to an improvement to the local environment, ecology, and air quality.*

*First Bullet on Noise: Should minimise the total adverse impact of aircraft noise.*

*Second Bullet on Noise: Should offer a predictable, fair, and equitable share of traffic across the arrival and departure routes, including a consideration of multiple routes.*

*Third Bullet on Tech: Should consider the use of electronic conspicuity to improve airspace integration where possible.*

**Glossary**

<b><u>ACP</u></b>	<b>Airspace Change Proposal / Process</b>
<b><u>AGS</u></b>	<b>AGS Airports Ltd</b>
<b><u>ANSP</u></b>	<b>Air Navigation Service Provider</b>
<b><u>ATC</u></b>	<b>Air Traffic Controller</b>
<b><u>ATM</u></b>	<b>Air Traffic Management</b>
<b><u>ATZ</u></b>	<b>Aerodrome Traffic Zone</b>
<b><u>BOH</u></b>	<b>Bournemouth Airport</b>
<b><u>CA</u></b>	<b>Civil Aviation</b>
<b><u>CAA</u></b>	<b>Civil Aviation Authority</b>
<b><u>CTA</u></b>	<b>Control Areas</b>
<b><u>DME</u></b>	<b>Distance Measuring Equipment</b>
<b><u>EC</u></b>	<b>Electronic Conspicuity</b>
<b><u>GA</u></b>	<b>General Aviation</b>
<b><u>GBAS</u></b>	<b>Ground Based Augmentation System</b>
<b><u>GBN</u></b>	<b>Ground Based Navigation</b>
<b><u>GNSS</u></b>	<b>Global Navigation Satellite System</b>
<b><u>GPS</u></b>	<b>Global Position System</b>
<b><u>ILS/MLS</u></b>	<b>Instrument/Microwave Landing System</b>
<b><u>IOW</u></b>	<b>Isle of Wight</b>
<b><u>IRT</u></b>	<b>Instrument Range Testing/Test(s)</b>
<b><u>LARS</u></b>	<b>Lower Airspace Radar Service</b>
<b><u>MATZ</u></b>	<b>Military Aerodrome Traffic Zone</b>
<b><u>NATS</u></b>	<b>National Air Traffic Services</b>
<b><u>NAVAIDs</u></b>	<b>Ground-based navigational aids</b>
<b><u>NDB</u></b>	<b>Non-Directional Beacon</b>
<b><u>PBN</u></b>	<b>Performance-based navigation</b>
<b><u>SON</u></b>	<b>Statement of Need</b>
<b><u>SOU</u></b>	<b>Southampton Airport</b>
<b><u>UHF</u></b>	<b>Ultra-High Frequency</b>
<b><u>VFR/IFR</u></b>	<b>Visual Flight Rules/Instrument Flight Rules</b>
<b><u>VOR</u></b>	<b>VHF (Very High Frequency) Omni-Directional Range (VOR)</b>

# **Supporting Documentation Reference 5**

2010



built  
environment  
communications  
group

## **Document Overview**

This document is an overview of a Follow-up Workshop held with a mix of Aviation, Local Government and Business, and Community and Interest stakeholders on Friday 19<sup>th</sup> July regarding the development of design principles for a change in Southampton Airport's airspace.

Please note that all conversation was summarised in the interests of transparency, although not everything stated by attendees was always applicable to Southampton Airport, the ACP or the Design Principles.

## **Workshop objectives**

The objectives of the workshops were to:

- Increase awareness and understanding among participants about the need for airspace change and of the process for bringing it about.
- Offer clarification on points raised in feedback at the previous three design principles workshops on 27<sup>th</sup> June and 1<sup>st</sup> July.
- Provide a summary of the feedback received during the first three design principles workshops, from the feedback received in writing in response to these, and from the Focus Groups held.
- Explain the initial design principles statements that we have developed based on the feedback received so far.
- Gather feedback from stakeholders in response to these draft statements, with the aim of refining the design principles for submission to the CAA.

### **Attendees representing Southampton Airport**

#### SOU attendees

- SOU attendee 1: provided a brief overview of the Southampton Airport Master Plan at the beginning of the presentation, to address a request for clarification made by stakeholders at the initial workshops. they latterly provided additional information to stakeholders' questions where necessary, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.
- SOU attendee 2: observed the session and provided additional information in response to stakeholders' questions, where necessary.
- SOU attendee 3: observed the session and provided additional information in response to stakeholders' questions, where necessary.

#### Trax attendees

- Trax attendee 1: led the presentation throughout the workshop; walking stakeholders through the points of clarification which emerged from initial workshop feedback; summarising the feedback received in response to the first airspace design principles workshops; presenting the feedback from the focus groups, held in addition; providing a recap of the need for Airspace Modernisation; outlining the proposed design principles which had been formulated in response to all feedback received; and seeking feedback from stakeholders in response to these draft principles.
- Trax attendee 2: observed the workshop and provided additional information to stakeholders' questions, where necessary.

#### BECG attendees

- BECG attendee 1: facilitated the room discussion and ensured that all key objectives were met throughout the session.
- BECG attendee 2: minuted the feedback.
- BECG attendee 3: minuted the feedback.

**List of Attendees**

<b><u>Organisation</u></b>
easyJet
Flybe
Western Air Thrupton
Independent Commission on Civil Aviation Noise (OBSERVER)
Airspace-4-All
Farnborough Airport
Bournemouth Airport
Gatwick Airport
Hampshire Constabulary
Twyford Parish Council
Winchester City Council
New Forest National Park Authority
Solent Local Enterprise Partnership
Townhill Park Residents Association
Eastleigh Borough Council
Compton and Shawford Parish Council
Airspace Change Organising Group (OBSERVER)



## **Notes from the Workshop**

### **Minutes of Previous Workshops**

Each stakeholder present had received a copy of the external minutes of the initial design principles workshop relevant to their stakeholder type, whether they had personally attended or not. As such, Aviation stakeholders received the external report on the Aviation Workshop on 27<sup>th</sup> June; Community and Interest stakeholders received the external report on the Community and Interest Workshop on 1<sup>st</sup> July; and the Local Government and Business stakeholders received the external report on the Local Government and Business Workshop on 1<sup>st</sup> July.

A Trax representative gave the attendees present an opportunity to comment on the contents of the minutes. None of the stakeholders in attendance sought to offer comment.

### **Clarification Questions**

A Trax representative provided clarification on EU 2018/1048 and spoke about its implications for what SOU is required to do. They noted that some people believed that the ACP was purely driven by this Implementing Rule, but that this was not the case. SOU's ACP instead relates to the modernisation of airspace as required by FASI-S.

A Trax representative noted that questions had been raised about safety assessments: they noted that CAP725 left stakeholder engagement to the end, while CAP1616 involves engagement from a much earlier stage, before principles have been developed, and that this enables stakeholders to see how proposals have been formulated. They outlined the different stages, and noted that Stage 2B would involve safety assessments, and that 3A and 4 would involve a much "deeper dive" into safety. They noted that the full safety case would be presented at the end, and that sign-off would be received from the safety regulator as late as a month before the changes go live, when all training has been completed.

A Trax representative spoke about the current issues faced by SOU from a pilot / ATC perspective, and spoke about the distinction between the ACP and the DCO, noting that this workshop was focused on the ACP. They noted that these processes were separated but related in the sense that both were influenced by capacity and aircraft types expected to use the airspace. They noted that questions had been raised about ground infrastructure and surface access, but that these were DCO / Master Plan issues, not related to the ACP.

A Flybe representative noted that the main issue faced by pilots approaching SOU from London is that they could not approach in a straight line, due to London's airspace. Any flight arriving from the North must overfly Winchester twice, simply to land. They noted that this issue was not present from the South, where straight line approaches were possible. They noted that this would ideally be the case for arrivals from the North, which would reduce noise, pollution, and track-miles.

A Trax representative clarified that this was only the case for runway 20, with the Flybe representative in agreement.

The Flybe representative reiterated that the ideal scenario for pilots and airlines would be straight entry in from the North to avoid double overflight of Winchester.

## Master Plan Slides

An SOU representative gave a brief overview of SOU's high-level Master Plan. They noted that the Master Plan in full was available on SOU's website, but that they would introduce the relevant portions for the workshop. Regarding Air Transport Movements (ATMs), they stated that SOU is not at capacity. They explained that while SOU believe it is realistic to double passenger numbers by 2017, there is no plan to double the number of ATMs, due to increased efficiency and larger aircraft. From an airspace perspective, they noted that the that the key numbers are an increase from 39,300 movements per year to 57,800 movements per year by 2037.

They stated there is no plan to increase the airport's opening hours for flights, and that any development would be within the existing boundary fence. They also presented an overview of current and projected economic impact. They introduced the plans for future airport development in terms of terminal, runway, etc. presenting an artist's impression for how the airfield might look by 2037, highlighting the runway extension but stating that the airport had no current plans for the threshold (touchdown zone) to change, so this would not affect to profile of arrivals on final approach. They noted that taxiways were heavily dependent on traffic movements, demand, and willingness of Eastleigh Borough Council to grant planning permission. They noted the plans to increase the capacity for parking aircraft to the North, and moving existing general aviation hangers, fire station etc. to the South.

An Eastleigh Borough Council representative stated that the masterplan did not list larger planes, but that the Master Plan slides show larger planes. The SOU representative explained that there are no plans to introduce entirely new large aircraft, but that there are plans to alter the makeup of the fleet that lands at SOU; specifically, by increasing the frequency of larger aircraft. The Eastleigh Borough Council representative queried whether the planes proposed were the 737-800. The SOU representative stated that the most common aircraft at present was the Q400 but that there was a plan to increase the number of A320 and B737 aircraft.

An Eastleigh Borough Council representative requested details of hourly ATMs by 2037 and the associated noise contours with the new fleet mix, rather than simply annual figures, as frequency makes a huge difference. The SOU representative explained that it is difficult to know at this stage and no concrete figures can be provided as this would depend on airline scheduling. Nevertheless, they indicated that this would likely mirror current plans and explained that some detail on this had been factored into noise profiles and was available in the Master Plan. The Eastleigh Borough Council representative noted this but stated that it would be more transparent if the Master Plan contained information around ATMs per hour.

A Winchester City Council representative noted that a planning application is due for the Master Plan at the end of this month and queried whether there would be a longer consultation period for this type of application, and what the consultation deadline would be. The SOU representative said they will let Winchester City Council know once a clear deadline will be set.

A Western Air Thrupton representative stated that the future airport development plan showed development south of the existing terminal, where the 2037 showed the post office building in place. A SOU representative clarified this point. The Western Air Thrupton representative queried whether there would be development of the existing apron. The SOU representative clarified that this was not the case.

The SOU representative explained that the slide showing Southampton Airport's indicative layout in 2037 is an artists' impression only and not representative of a planning application. It shows what SOU could do, and we thought it would be useful to show you from an airspace perspective.

A Trax representative explained that where there is an overlap between the ACP and the Master Plan; it is in reference to the number of Air Traffic Movements and the aircraft types.

The Trax representative explained that from an airspace perspective, passenger numbers are irrelevant, and ATMs are the element that should be considered. They noted that by 2037 there would be a daily average expected around 155 ATMs, up from a current daily average of 110 ATMs i.e. an additional c.22 arrivals and 22 departures per day by 2037. They noted that the types of aircraft and the forecast schedule would be important to know when it comes to assessing route options, as we would need to consider noise etc. They clarified that ACPs typically look forward 10 years in terms of cost, benefit, and impact, whereas a DCO projects forward the lifespan of the application.

### **Points raised regarding Re-Cap of Airspace Modernisation**

A Trax representative introduced FASI South and its history, and briefly commented on the introduction of the Airspace Modernisation Strategy (AMS). They noted the original Future Airspace Strategy was written in 2010 and that this evolved into the AMS last year. They stated that the 16 airports involved in the FASI South process are responsible for the airspace design/changes under 7,000 feet, with NATS responsible for the airspace above 7000ft. They highlighted the scale and complexity of the challenge.

They then asked a representative from Airspace Change Organising Group (ACOG) to clarify the role of their organisation. The ACOG representative stated ACOG is not just a NATS body, but rather a mixed group with secondees from various aviation related groups whose role is to oversee and coordinate the 17 ACPs (airports + NATS).

A Trax representative noted that from a community and stakeholder perspective, airports must coordinate their consultation activities, to ensure that communities were all represented and that the approach would be joined-up. They noted that stakeholders' views may change based on different proposals. They added that airports need to coordinate their engagement with their consultees and consider the cumulative issues. Many airports were developing design principles to avoid overflight of communities with multiple routes.

A Western Air Thruxton representative asked whether, with the division of responsibility between NATS and airports, they could reasonably assume that there will be a change to the upper limit of SOU's CTA, particularly to the North, in order to avoid what Flybe and others have noticed – namely the removal of the Winchester orbit. They also asked if any change would be to Classes E or D airspace, and not Class A? The Trax representative stated that nothing could be assumed and asked for further clarification.

The Western Air Thruxton representative noted that the upper limit of the CTA to the North was 5,500ft, but that at Southampton this increased to 6,500ft. They suggested that to provide acceptable descent gradients, there would need to be an extension to the North and a raising to the CTA base. They stated that GA users wanted to see no rise to the lower levels and that if this can be done to the north it can be done to the south.

The Trax representative stated that nothing could be assumed, but that if more airspace were needed by SOU, it would be unlikely to be Class A – though they noted that this was not a commitment, and this could not be confirmed, but was simply his expectation.

The Trax representative stated explained that there were several queries about how much extra airspace is required and that this must be linked to the Master Plan. They linked this to the figures on aircraft movements presented by SOU and noted that the figures presented by SOU were available in

the Master Plan. They noted that the increase in ATMs was not a huge increase from an airspace POV, putting this in the context of 110 to 155 ATM, though it may be significant factor in terms of passenger numbers. They noted that the important thing to ensure is that airspace must not constrain this growth.

The Trax representative noted that SOU was legally required to use PBN and that we cannot get away from the fact that this concentrates noise. On this basis, they said, the principles that were most important to communities generally relate to mitigating the effects of this concentration. They continued, saying that most people were in favour of sharing the burden, but that a small minority supported concentrating. They also noted that airports and ACPs need to consider all airspace users, including GA users.

The Trax representative presented an overview of the seven-stage process and highlighted that the present stage was Stage 1B. They noted the role of the CAA and pointed out that they were focused on the process, not the principles themselves. They stated that SOU are developing design principles along with our stakeholders and submit to the CAA the evidence of what they said, though this is redacted. They outlined that the CAA are checking whether we have applied the process, looking at how airports have engaged and how they have taken on board feedback. If feedback was not incorporated, there must be an explanation as to why not.

The Trax representative stated design options are sought to meet the principles, though these principles can contradict each other, before assessing them against the design principles, and taking forward options which best meet the principles. We have to show all options, including the ones that may be non-viable. After we create options, we come back to the same stakeholder groups and show all the options. Only then do we do the design principle evaluation followed by the options appraisal. The Trax representative drew attention to the process of option analysis and the down-selection of options, and the airport's ultimate selection of a preferred option. They noted that a public consultation would take place when the final options had been developed, and that feedback would be received through this process, stating that proposals may change as a result and that re-consultation may be required if the changes mean that the impacts articulated in the original consultation were materially different.

A representative from Compton and Shawford Parish Council asked about a rough timeframe for the process.

The Trax representative stated that ACPs typically take a minimum of two years but this will be longer owing to the dependency on FASI-S. A SOU representative noted that 2023 would be the earliest expectation for implementation. They stated that design principles are a framework against which to evaluate the options and that there is no requirement to use multiple routes, but it is a requirement to investigate and consider them. They noted that having things that mattered to stakeholders in the principles was useful.

### **Points raised regarding Feedback Theme of Safety**

A Trax representative introduced the theme of safety, outlining the feedback received from the Aviation, Community, and Local Government and Business groups. Much of this involved reading from "Safety Feedback – A Summary" from the Follow-up Workshop presentation. They highlighted the following feedback themes from the presentation: the need for a baseline of safety performance to measure against; the need for a simple airspace structure; the need for routes to be deconflicted by design; the need for safety nets; the need for new technology use to be guided by safety; the need for visual demarcation of CAS for GA; the need to avoid pinch points; and the need to consider the risk of removing NAVAIDs.

The Trax representative explained that according to some feedback, stakeholders said that if airspace boundaries are changing, it would be helpful to have visual elements on the ground to help those who are flying visually, in addition to coordinates.

A Flybe representative said that it is important to consider the context of changes across 16 different airports, namely that overnight the routes for every airport will be different. They argued that from a safety point of view, simplicity would be very important and would be particularly important for pilots who only rarely flew into SOU. They explained that while they are committed to reducing noise, safety is the most important overall. You can have 45 different routes, but if people (pilots) are confused, this will reduce safety. They noted that ATC's are always working in the same airspace, but that crews may only go to a given airport a few times a year, meaning that simplicity was particularly key. A representative from Airspace-4-All agreed.

An easyJet representative told us that they were also involved with introduction of an ACP at Southend Airport, and stressed the need for communications management in the roll-out and implementation of this ACP.

A Winchester City Council representative queried how this ACP would affect the safety of small aircraft. The Airspace-4-All representative explained that if airspace is complicated and changes by time of day, then this could increase the risk of airspace infringement, which the the CAA has a legal duty to review and enforce accordingly all infringements, and that this could result in an infringement awareness course or the need for legal action.

A Flybe representative noted that infringements can lead to easyJet planes being pulled off routes and being put into circular holds, causing noise issues. They observed that SOU has some of the most infringed airspace in the world.

The Airspace-4-All representative explained that the process of enforcing against infringement is complicated as ATC's have to 'sanitise' the airspace when they see an infringement.

A Flybe representative noted that when GA traffic gets near the boundary of controlled airspace (even when the GA traffic is not going to infringe), there is a possibility that avoiding action is given. They are keen to see greater buffers between controlled and uncontrolled. The Airspace-4-All representative suggested that this was not correct, and that ATC's were not required to redirect traffic. A Flybe representative confirmed that ATC's did sometimes need to provide avoiding action if they thought an infringement was imminent.

A Western Air Thrupton representative noted that airspace around SOU is complicated and that it takes real effort to avoid its controlled airspace, and if changes occur, ATC numbers need to be reviewed. He stated there are not enough controllers at the moment and that SOU will need more to keep GA traffic safe.

A Trax representative noted that this point was raised later in the presentation and that some PBN routes could take a great deal of space, and that they needed to exist within CAS, though this did not need to be solely Class D. They also noted the community's desire that safety should not be compromised; that wildlife migration should be considered; that the proximity to roads and schools be considered; and that nature sites should be considered in relation to bird strikes. They asked specifically whether SOU get many bird strikes. A SOU representative confirmed that bird strikes were not common at SOU but that a lot of work was done to ensure this - SOU and other airports are required to have a Bird Management Plan.

The Trax representative noted the priorities of local government and business: safety as a primary concern; sufficient obstacle clearance retained; flight paths avoiding dense populations; and the risk of unknown aircraft interacting with airspace.

A Winchester City Council representative stated the GPS system needs to be safe from nefarious individuals, particularly against potential terrorism, to which the Trax representative stated should be captured within the technology principles.

### **Points raised regarding Feedback Theme of Flight Efficiency and Performance**

The Trax representative noted that only a small number of aircraft can do short, final, curved approaches, and their feasibility this would be investigated by the airport, and that if an aircraft can make a continuous climb, it should require less controlled airspace. They noted the concerns of communities regarding NOx, air quality, and emissions and that they would welcome a reduction in airborne holding. They explained that airspace change does not inherently alter air quality, but that they were related, due to the impact of the forecast increased flights expected. The Trax representative noted that it's one thing to create a more efficient airspace for commercial planes, but if the result is that GA fly lower to go around, then there's an environmental impact to this.

The Trax representative noted the wishes of local government and business: air quality, noise, emissions Clean Air Zone consultation, etc. plus the desire to route aircraft over water, and the impacts on air and water quality. A Winchester City Council representative noted that the impacts of secondary development resulting from increased numbers (e.g. park and ride). The Trax representative noted that this would relate more to the DCO/masterplan, but that the airspace change sponsor would have to consider and demonstrate the impact of the change on air quality.

An Eastleigh Borough Council representative pointed out that steeper approaches would benefit Eastleigh, and this should be considered.

A Flybe representative stated that this would not necessarily be the case for arrivals but may have an impact on departures. The Trax representative pointed out that there may be differences in opinion for different local authorities but that closer local authorities had less desire for steeper climbs, whereas authorities farther away would have a greater desire for steeper climbs.

A Townhill Park Residents' Association representative noted that aircraft are already pulling up very steeply on departure and that the noise difference between this and arrivals was significant. They noted that there was a huge difference between aircraft, with larger aircraft being significantly louder, and noted that an increase in larger aircraft would have an impact. The Trax representative noted that aircraft were generally louder on departure, so the view on this depends on where you live.

An Eastleigh Borough Council representative noted the presence of an air quality management area, and that an increase in air traffic could reduce the positive impact of efforts being made elsewhere for air quality. They also stated that Eastleigh Borough Council are looking at a 50% increase in aircraft in airspace and asked at what point does the number affect air quality - air quality can be affected by places very far away do more planes equal more air quality issues? The Trax representative said that air quality is not a non-issue, but that generally impact is mostly passengers going to and from the airport and noted that SOU will need to show the impact on air quality of its ACP.

An Eastleigh Borough Council representative pointed out that since the last workshop, various local authorities had declared climate emergencies, and that Winchester and Eastleigh both had 2030 targets for carbon neutrality. They confirmed that strategies would be produced by these councils for environmental management and would liaise with SOU.

### **Points raised regarding Feedback Theme of Capacity**

The Trax representative introduced the feedback given in terms of capacity, as outlined on the PowerPoint presentation. They provided clarification on what PBN stood for at the request of an attendant from AT. They noted the impact of SOU's DCO on an increase in ATMs and larger aircraft types, and that the potential change will affect the ACP. They also explained that SOU have to explain whether additional capacity will cause increase CO<sub>2</sub> emissions as part of the ACP.

### **Points raised regarding Feedback Theme of Noise**

The Trax representative noted the feedback presented on noise, pointing out that more restrictive GA movements could have a significant impact on residents and that this could reduce the positive impact of commercial airspace adjustments - explaining that additional controlled airspace can increase noise from GA if they are forced to concentrate in lower areas. They noted that the current airspace is limited and that added new or multiple routes with sizeable gaps could require additional controlled airspace in some areas; emphasised that multiple routes must be considered.

An easyJet representative noted that respite meant different things to different people. The Trax representative agreed, highlighting the different views taken towards respite. They noted that this also included different perspectives on respite regarding noise: does it mean less noise at certain times of day or no noise at certain times of day? They also discussed differences in noise and contouring, should different routes be used.

An Eastleigh Borough Council representative commented that SOU had alluded to visual impact and that this was a concern for some stakeholders e.g. South Downs National Park Authority, stating that ecological impact needed to be borne out more strongly in the feedback outline, as it was present in the principles but needed more emphasis prior to this. The Trax representative confirmed that this would be added for the next workshop. The Eastleigh Borough Council representative added that the current noise feedback summary does not pick up non-human noise receptors.

A Winchester City Council representative noted that multiple respite routes may not be practical without expanding controlled airspace. The Trax representative stated that this has not been ruled out, but something to be cognisant of.

A representative from Independent Commission on Civil Aviation Noise commented that those who wanted to concentrate traffic / do not want to share traffic, should be brought to areas where traffic is presently, as the noise levels are unbelievable. A Winchester City Council representative empathised that Eastleigh residents will inevitably get noise no matter what flight paths are used, whereas changes to routes near Winchester could see a lot more complaints. They also asked how SOU are going to empirically assess consultative responses and come up with defined routes, as different airports within FASI South may view design principles differently.

The Trax representative noted that consultation responses are normally a mix of for and against, but that responses to consultations are generally in objection, regardless of the proposals as those in favour tend not to respond (because they are not affected)

A Townhill Park Residents Association representative commented on the emergence of new engine technologies, highlighting Rolls-Royce's approach to electric engines, and suggested that this should

be pointed out to residents, as this could make the pain of additional noise seeming more short-term. They continued that SOU need to really draw upon the long-term benefits.

The Trax representative noted that proposals could not be developed on the basis of potential technologies. A Flybe representative noted that airport expansion would see a shift from turboprop to turbojet or turbofan, and that this would affect not only the volume of noise but also the type (tone, pitch etc.). Similarly, they said the type of noise will change as you move up through sizes of Aircraft. they suggested that this should be considered sooner, rather than later. They also pointed out that smaller airplanes almost served as their own form of respite for local residents around LHR.

#### **Points raised regarding Feedback Theme of Technology**

The Trax representative introduced the feedback given on the theme of technology, as highlighted on the PowerPoint Presentation. they noted particularly the need for operators to have fail-safes in place. They summarised the feedback by saying that participants desired for technology to embraced, but not at the expense of safety. They observed that current air traffic surveillance cannot 'see' all types of Electronic Conspicuity and that if GA want access to CTA at the moment, they need to have the more expensive technology (transponders).

#### **Points raised regarding Feedback Theme of Resilience**

No comments from stakeholders in the room regarding this slide.

#### **Points raised regarding Feedback Theme of Integration**

The Trax representative explained the different classifications of airspace: Class A (commercial – very restricted); B (not present in UK); C (not relevant here); D (low-level around airport but clearance needed); E (easier access for GA but can have limitations); G (uncontrolled - no clearance needed and open to anyone). They noted that GA generally did not want Class A; that D was acceptable sometimes; and G was very desirable with E being preferable over D.

A Western Air Thrupton representative queried whether SOU had accounted for the judge-led inquiry into the use of airspace at a lower level.



## Points raised regarding Draft Design Principles

The Trax representative noted that there are certain over-arching regulations that the ACP must meet and if it doesn't adhere with the Air Navigation Guidance 2017 then it will not be permitted - SOU have to demonstrate that it meets the Noise Policy Statement for England and all CAP1616 requirements

An Eastleigh Borough Council representative asked whether the ACP will need to meet the government's new noise strategy of July 2019, whose consultation was last year, or whether it will be out-of-scope. He stated that this could be found by searching for the government noise strategy. The Trax representative said they would investigate before finalising any design principles. They then went on to introduce the proposed principles for discussion on a per-theme basis, noting the need to consider each principle and the extent to which it was reflective of the feedback received. They requested general first thoughts before the individual consideration of principles.

The Trax representative noted that safety was typically prioritised, as SOU need to demonstrate that this ACP delivers an airspace that is as safe or safer. Other principles may be prioritised but that this is not essential. They noted that other airports had listed an order of priority, and that weighting was also an option. If the group wanted to discuss a priority, they were welcome to do so.

The Eastleigh Borough Council representative stated that given most of the discussion so far has related to environmental impact, they suggested that there is potentially a need for the environmental principles to be more strongly worded or given greater priority. They proposed changing language somewhere to include a need to reduce impact on the environment, specifically: they suggested that the first environmental principle should be changed to mean that the ACP should reduce, not just minimise, the impact. They suggested that there should be an aim of making net gains.

The Airspace-4-All representative observed that the whole purpose of the Airspace Modernisation Strategy (AMS) is to reduce environmental impact and that there should be a net gain to the environment as a result and that delivering steeper and more continuous descents and ascents will reduce environmental impact. The Eastleigh Borough Council representative agreed but stated that wording still needed to be tightened up.

The Trax representative noted that when design choices are made, the design principles are helpful. Ensuring Airspace Change leads to 'no worse' than today or no net gain in environmental impact would be a key factor. The Eastleigh Borough Council representative felt that the meaning of the second environmental principle, arguing that it is essentially meaningless and that the forum should want consistency of language between principles. A Winchester City Council representative provided clarification and explained the difference between minimising impact and avoiding degradation - saying no degradation, which means no worse, is not consistent.

A Townhill Park Residents Association representative asserted that satellite technology in airspace will have a definite positive impact on air quality, and argued that they had seen at Southampton International Airport Consultative Committee how satellite technology had improved flight paths, comparing the North and the South of SOU's airspace, through a rationalisation of flight paths and a reduction of holding patterns/plane stacking. They noted that airlines and airports were, really, a small proportion of air pollution. People may disagree through preconceptions, but through comparing the two systems working at the Airport today, you will see the difference technology can make – the North looks like spaghetti junction whereas the South doesn't. They also noted that using Satellites, ATC's can direct different planes to fly at different speeds to manage approaches, thus improving the air quality with no holds. They stressed that we should be concentrating on cars and lorries, which are kicking out pollution.

A Twyford Parish Council representative noted that there was inconsistency in language, and that “should not increase” should be used, rather than “minimise” in the environmental impact principles. An Eastleigh Borough Council representative stated that the use of “net gain” would be better wording.

A Gatwick Airport representative noted that any introduction of phrases such as “net gain” or “no worsening” would raise questions of current limits and benchmarks, and that it would be better to focus on objectives.

A Winchester City Council representative stated that they have no definite understanding of what contribution to air quality that regional aviation makes as they have no data, with monitors being at ground level. They noted that there was no way to establish whether any particulate came from an aircraft or from a ground-based polluter. They stated that measurements should all be about direction of travel, and that SOU should be looking to reduce track-miles.

The Trax representative suggested an alternative principle, to which no objections were raised: “airspace change arrangement contributes to improvement to the local environmental impact/air quality”.

An Eastleigh Borough Council representative commented on the presence of ecological receptors. The Gatwick Airport representative provided clarity on the question of ecological impact, noting that there is an element there in terms of flora and fauna – but not as a priority. The Trax representative suggested that there should be one overarching environmental principle, not three separate ones. No objections were raised to this.

An Eastleigh Borough Council representative commented that the third principle on noise should include statutory sites.

The Trax representative introduced the safety principles. A Flybe representative suggested that infringements should be specifically mentioned in safety, and that its presence in technology was not altogether appropriate. They stressed that design principles for SOU has to take into account the high-level of infringements. A Winchester City Council representative agreed. The Trax representative suggested that infringements could be worked into the first principle, to which there were no objections.

A Western Air Thrupton representative suggested that this principle should aim to be certain, using no “woolly words”. They proposed use of the word ‘avoid’ reduced certainty of things – and would prefer to say, ‘should not introduce/add complexity or bottlenecks.’ An easyJet representative suggested that it should also refer to enhancing segregation. An Airspace-4-All representative commented that segregation was not desirable for all as this would mean that GA users could not enter controlled airspace.

A Gatwick Airport representative noted that introducing complexity may prove necessary as a means for improving safety – meaning that ruling out additional complexity could have a negative impact on other aspects of safety. They stated that SOU might not want to rule out routes with multiple benefits by seeking to avoid complexity.

A Winchester City Council representative suggested the wording say it should be ‘as simple as possible’. The Trax representative stated that this would be considered but they were already aware of the complexity of existing airspace.

A Flybe representative suggested that SOU's airspace was more complex than LGW's despite the lower number of ATMs. A Gatwick Airport representative suggested that the simplification would be inherent in the changes being made, e.g. efficient departures and organisation procedures. The Flybe representative suggested that a detailed discussion was not yet possible, but that simplicity should be a general aim. They suggested that an overarching aim for Flybe was to have predictable routes, specifically for arrivals, as this would contribute to commercial success. They suggested that this should be captured in a principle and made it clear that as an airline, having predictable routes means predictable fuel. The Gatwick Airport representative suggested that predictability could be added as an objective of the airspace change proposal, as you could have predictability for both communities and planes - routes needing to minimise or avoid tactical intervention. A Flybe representative suggested that "procedural deconfliction" could be introduced.

The Trax representative introduced the proposed principles for noise. A Winchester City Council representative suggested that the principle about "fair and equitable share". The Trax representative confirmed that was currently the case, as the result of feedback from the elected representatives so far.

An easyJet representative questioned the notion that there should be no increase in controlled airspace. They felt that SOU need this to increase flexibility and achievability of other aims.

A representative of Compton and Shawford Parish Council pointed out that GA had a loud voice compared to others in the forum and noted that it was necessary to think critically about this. "Why should GA have a greater voice than communities?" The Airspace-4-All representative felt that point misunderstood the nature of the GA community. They stated that GA represented half a million people across the UK.

The Compton and Shawford Parish Council representative suggested that this was nonetheless a minority interest and asked why local communities should suffer.

A Western Air Thrupton representative noted that government policy is an aim to reduce the controlled airspace down to a minimum. The Airspace-4-All representative added that if ACP goes against government policy, it will be kicked out. The Compton and Shawford Parish Council representative suggested that whilst the Secretary of State's stated objective was to keep controlled airspace to a minimum, a principle should be introduced to increase controlled airspace and enable relief from noise. They then claimed that there was a predisposition against multiple routes in the room, saying that multiple routes and increasing airspace should not be ruled out. A Bournemouth Airport representative advised all that increasing controlled airspace could increase noise - if funnelled GA into narrow points.

The Trax representative stated that as part of this process SOU will show radical plans for stakeholders to view, which might contain the necessity of additional controlled airspace, and that some design principles will conflict, due to the amount of principles gathered during the engagement process. They noted that the Compton and Shawford Parish Council representative was unhappy with the presence of principles stating that CTA should not be expanded. They highlighted that they were obliged to work within the principles, and that there would certainly be options involving the expansion of airspace and would not be eliminated from consideration at this stage.

The Compton and Shawford Parish Council representative observed that environmental and noise issues come through strongest from the community, whilst the Airspace-4-All representative noted that airspace needs to feature in the ACP as well. The Compton and Shawford Parish Council representative stated that the airspace principle comes from GA, which may limit options available. They suggested that the first airspace principle's wording could be changed, as "should not" is very definitive.

The Trax representative suggested as an alternative the words “should seek to minimise the overall volume of controlled airspace”, noting that government policy says we must investigate multiple routes to offer respite. The Compton and Shawford Parish Council representative stated that multiple routes need to be considered, and that conflicting government policy shouldn’t mean a decrease in airspace.

The Trax representative stated that SOU have to consider how to minimise total adverse impact of noise and asked the room “What would you like to see?”

The Compton and Shawford Parish Council representative suggested the use of the words, or similar, “should seek to minimise the overall volume of controlled airspace”. A Flybe representative objected to this, stating that they did not want to reduce controlled airspace if there are not reasons for it, pointing out that Flybe have to justify any increases to controlled airspace before any changes are made. They stated that a balance needed to be struck, and they were happy with the existing wording.

An ACOG representative suggested that the wording of the noise principle may pre-empt the consultation to integrate consideration of respite. The Trax representative explained that the reason for this principle was to provide respite. The ACOG representative suggested that the principle should lean towards multiple routes, as this was the key factor affecting Compton and Shawford Parish Council.

The Trax representative stated that this was already in policy, so having a principle for this was unnecessary. They suggested a principle which explicitly included the consideration of multiple routes – specifically, adding “including consideration of multiple routes” onto the end of principle 2 on Noise.

An Eastleigh Borough Council representative suggested that the first noise principle should make mention of “humans and other receptors” of noise, not simply on communities. The Trax representative proposed removing “on communities” from this line to be more inclusive.

A Townhill Park Residents Association representative queried whether this was developed in relation to the movement of planes onto different take-off paths, and queried how different routes could be developed in the case of SOU, where people would begin to have low-flying planes overhead where this was not the case before. They stated that if you had multiple routes then people have low flying planes over houses they never had before, then this will lead to more complaints.

The Trax representative noted that the principle focused on total impact, not the number of people impacted, and that sometimes reducing the impact would require an increase in the number of people impacted. The Trax representative again suggested a removal of “on communities” from the first noise principle.

A Western Air Thrupton representative suggested that the final noise principle was not an ACP issue and was tied by a S106 agreement. The Trax representative confirmed this but noted that it was important for the principles to reflect all feedback - people mentioned it in their feedback.

A Winchester City Council representative queried whether this was related to sub-7000ft levels. They noted that it was almost impossible to avoid flying over South Downs National Park and that noise was almost inaudible above 7000ft. The Trax representative confirmed that the ACP related to sub-7000ft

A Winchester City Council representative queried whether there was an order of priority for areas of outstanding national beauty and densely populated areas. The Trax representative stated that government policy was not to prioritise either.

A BECG representative noted that time was short but that all participants had been provided with feedback forms and could therefore additionally provide written feedback to be included.

The Compton and Shawford Parish Council representative queried the point about complexity, asking whether we have ruled out making things more complicated. The Trax representative stated they had not but explained that SOU's airspace was already complex. A Gatwick Airport representative suggested that the words "should seek to" could be implemented into the principle about complexity to say that we haven't ruled it out.

An Eastleigh Borough Council representative suggested that SSSIs (Sites of Special Scientific Interest) should be added to the third bullet on noise. A New Forest National Park Authority representative challenged the evidence of noise impacts on SSSIs and their designation, arguing that this is captured by the third point under Environment. The Eastleigh Borough Council representative argued that the difference is between the location itself and the receptors e.g. animal species. The New Forest National Park Authority representative stated that SOU was probably unique as an airport surrounded by national parks.

[A Winchester City Council representative then left the room].

The New Forest National Park Authority representative emphasised that SOU need to consider the National Parks' statutory purposes. The Trax representative asked whether we should remove the principle on night-flights, with an explanation of why.

The Airspace-4-All representative suggested that on the third technology bullet, ADS-B could be replaced with electronic conspicuity.

**Principles to be taken forward**

The Trax representative summarised the main changes from the above exchange as follows:

*Second Bullet of Safety: Should not introduce additional complexity and bottlenecks in both the network and class G airspace and should contribute to a reduction in infringements.*

*All Environment: Should ensure that the airspace change contributes to an improvement to the local environment, ecology, and air quality.*

*First Bullet on Noise: Should minimise the total adverse impact of aircraft noise.*

*Second Bullet on Noise: Should offer a predictable, fair, and equitable share of traffic across the arrival and departure routes, including a consideration of multiple routes.*

*Third Bullet on Tech: Should consider the use of electronic conspicuity to improve airspace integration where possible.*

**Glossary**

<b><u>ACP</u></b>	<b>Airspace Change Proposal / Process</b>
<b><u>AGS</u></b>	<b>AGS Airports Ltd</b>
<b><u>ANSP</u></b>	<b>Air Navigation Service Provider</b>
<b><u>ATC</u></b>	<b>Air Traffic Controller</b>
<b><u>ATM</u></b>	<b>Air Traffic Management</b>
<b><u>ATZ</u></b>	<b>Aerodrome Traffic Zone</b>
<b><u>BOH</u></b>	<b>Bournemouth Airport</b>
<b><u>CA</u></b>	<b>Civil Aviation</b>
<b><u>CAA</u></b>	<b>Civil Aviation Authority</b>
<b><u>CTA</u></b>	<b>Control Areas</b>
<b><u>DME</u></b>	<b>Distance Measuring Equipment</b>
<b><u>EC</u></b>	<b>Electronic Conspicuity</b>
<b><u>GA</u></b>	<b>General Aviation</b>
<b><u>GBAS</u></b>	<b>Ground Based Augmentation System</b>
<b><u>GBN</u></b>	<b>Ground Based Navigation</b>
<b><u>GNSS</u></b>	<b>Global Navigation Satellite System</b>
<b><u>GPS</u></b>	<b>Global Position System</b>
<b><u>ILS/MLS</u></b>	<b>Instrument/Microwave Landing System</b>
<b><u>IOW</u></b>	<b>Isle of Wight</b>
<b><u>IRT</u></b>	<b>Instrument Range Testing/Test(s)</b>
<b><u>LARS</u></b>	<b>Lower Airspace Radar Service</b>
<b><u>MATZ</u></b>	<b>Military Aerodrome Traffic Zone</b>
<b><u>NATS</u></b>	<b>National Air Traffic Services</b>
<b><u>NAVAIDs</u></b>	<b>Ground-based navigational aids</b>
<b><u>NDB</u></b>	<b>Non-Directional Beacon</b>
<b><u>PBN</u></b>	<b>Performance-based navigation</b>
<b><u>SON</u></b>	<b>Statement of Need</b>
<b><u>SOU</u></b>	<b>Southampton Airport</b>
<b><u>UHF</u></b>	<b>Ultra-High Frequency</b>
<b><u>VFR/IFR</u></b>	<b>Visual Flight Rules/Instrument Flight Rules</b>
<b><u>VOR</u></b>	<b>VHF (Very High Frequency) Omni-Directional Range (VOR)</b>

# **Supporting Documentation Reference 6**



2010



built  
environment  
communications  
group

## **Document Overview**

This document is an overview of a Follow-up Workshop held with a mix of Aviation, Local Government and Business, and Community and Interest stakeholders on Tuesday 23<sup>rd</sup> July regarding the development of design principles for a change in Southampton Airport's airspace change proposal.

Please note that all conversation was summarised in the interests of transparency, although not everything stated by attendees was always applicable to Southampton Airport, the ACP or the Design Principles.

## **Workshop objectives**

The objectives of the workshops were to:

- Increase awareness and understanding among participants about the need for airspace change and of the process for bringing it about.
- Offer clarification on points raised in feedback at the previous three design principles workshops on 27<sup>th</sup> June and 1<sup>st</sup> July.
- Provide a summary of the feedback received during the first three design principles workshops, from the feedback received in writing in response to these, and from the Focus Groups held.
- Explain the initial design principles statements that we have developed based on the feedback received so far.
- Gather feedback from stakeholders in response to these draft statements, with the aim of refining the design principles for submission to the CAA.

### **Attendees representing Southampton Airport**

#### SOU attendees

- Employee 1: provided a brief overview of the Southampton Airport Master Plan at the beginning of the presentation, to address a request for clarification made by stakeholders at the initial workshops. He latterly provided additional information to stakeholders' questions where necessary, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.
- Employee 2: observed the session and provided additional information in response to stakeholders' questions, where necessary.
- Employee 3: observed the session and provided additional information in response to stakeholders' questions, where necessary.

#### Trax attendees

- Trax Employee 1: led the presentation throughout the workshop; walking stakeholders through the points of clarification which emerged from initial workshop feedback; summarising the feedback received in response to the first airspace design principles workshops; presenting the feedback from the focus groups, held in addition; providing a recap of the need for Airspace Modernisation; outlining the proposed design principles which had been formulated in response to all feedback received; and seeking feedback from stakeholders in response to these draft principles.
- Trax Employee 2: observed the workshop and provided additional information to stakeholders' questions, where necessary.

#### BECG attendees

- BECG Attendee 1: facilitated the room discussion and ensured that all key objectives were met throughout the session.
- BECG Attendee 2: minuted the feedback.
- BECG Attendee 3: minuted the feedback.

**List of Attendees**

<b>Stakeholders Representing Organisations</b>
Eastleigh Borough Council (Southampton Airport Consultative Committee)
Eastleigh Borough Council (Southampton Airport Consultative Committee)
CPRE Hampshire
Bishopstoke Parish Council
Lasham Gliding Society
Lasham Gliding Society
Wickham Society
Xclusive Jets
Bath, Wiltshire, and North Dorset Gliding Club and British Gliding Association
Goodwood Aero Club
Southampton Common and Parks Protection Society
NATS
Hampshire County Council
Airspace Change Organising Group (OBSERVER)
Airspace Change Organising Group (OBSERVER)
Dorset Gliding Club
Dorset Gliding Club

## Notes from the Workshop

### Minutes of Previous Workshops

Each stakeholder in present had received a copy of the external minutes of the initial design principles workshop relevant to their stakeholder type, whether or not they had personally attended. As such, Aviation stakeholders received the external report on the Aviation Workshop on 27<sup>th</sup> June; Community and Interest stakeholders received the external report on the Community and Interest Workshop on 1<sup>st</sup> July; and the Local Government and Business stakeholders received the external report on the Local Government and Business Workshop on 1<sup>st</sup> July.

Trax Attendee 1 (TE1) – gave the attendees present at this Follow-Up Workshop an opportunity to comment on the contents of the minutes they had each received.

A representative of Lasham Gliding Society suggested that he had not received a copy of the internal report from the initial Aviation Workshop on 27<sup>th</sup> June.

A representative of Dorset Gliding Club suggested that she had not received a copy of the internal report from the initial Aviation Workshop on 27<sup>th</sup> June.

An employee of BECG stated that she would investigate this for both Lasham Gliding Society and Dorset Gliding Club.

*BECG's communications records indicate that both representatives of Lasham Gliding Society were sent a copy of the minutes from the initial Aviation workshop on 10<sup>th</sup> July, on the basis that two of their colleagues had previously been sent communications for the Club. A copy of the minutes for this workshop were subsequently sent out to the Lasham Gliding Society's direct email addresses at 3.35pm on 23<sup>rd</sup> July, for the avoidance of any doubt. It was agreed that their direct emails would be included for future communications with Lasham Gliding Society.*

*BECG's communications records indicate that while an email was sent out to three representatives of Dorset Gliding Club with the minutes of 27<sup>th</sup> June's initial Aviation Workshop on 10<sup>th</sup> July, this was not received by one of these representatives owing to a typographical error in the email address held for her. This having been established, an email containing the report of the initial Aviation Workshop was sent to these three representatives at 3.59pm on 23<sup>rd</sup> July.*

As no further issues or questions were raised in relation to the minutes of the three initial Airspace Design Principles Workshops (held on 27<sup>th</sup> June and 1<sup>st</sup> July), TE1 moved on to the next section of the presentation.

### **Clarification Questions**

TE1 – then provided a recap of the questions and points of clarification which emerged from the initial three workshops. As part of this section, TE1 outlined the regulatory requirements on SOU, including (EU) 2018/1048.

TE1 – also explained the reason for the ACP was not predicated on (EU) 2018/1048 but FASI-S and the requirements for airspace to be modified to a PBN standard. As part of this, TE1 explained the (EU) 2018/1048 requirement for implementation of PBN for arrivals and departures by 2024 and the need to remove conventional navigation by 2030.

A representative of Lasham Gliding Society – enquired about the Airspace Modernisation Strategy (AMS), seeking more information on what this mandates SOU to do, especially how it relates to the delivery of PBN and implementing rules.

TE1 – replied that there are 15 objectives to the AMS, most of which are linked to EU regulations. He further noted that there are a number of different implementing rules, including the Pilot Common Project, which does not apply to SOU. He clarified that while the AMS links to these rules, the AMS itself has been prompted by FASI-S, before adding that there is no legal requirement anywhere for SOU to implement additional routes for arrivals and departure – rather, SOU are obliged to upgrade one of their arrival and one of their departure routes to PBN specifications as well as an RNP APCH to Runway 20 (LNAV, LNAV/VNAV and LPV).

A representative of Dorset Gliding Club – asked whether all arrival and departure routes out of SOU need to be modernised to PBN.

TE1 – clarified that there only needs to be one route to at least RNAV1 PBN specification to/from each end of the runway and there is no legal requirement for additional SIDs/STARs or Controlled Airspace.

TE1 – added that FASI-S requires a PBN systematised airspace environment and includes a requirement to remove reliance on conventional navigation by 2030. The ACP is expected to meet both of these.

A representative of New Forest District Council – asked PBN means / stands for?

TE1 – replied that this stands for Performance-Based Navigation, or ‘sat nav’ for planes, and that it allowed for highly accurate flight with less pilot intervention. He explained that this contrasts to today where most procedures use conventional navigation and require controllers to manually intervene very frequently.

TE1 – noted, however, that PBN does mean that routes will be concentrated, and that from a community perspective this means that Design Principles tend to relate to mitigations of this.

A representative of Dorset Gliding Club – stated that SOU and BOH airspace expanded to roughly Wareham and asked if there was a requirement for Class D airspace in a route from Exeter. She explained that at the moment they have many planes coming around airspace – which may be Class D – Is there a regulation for more Class D? People coming in from Class G from Exeter or BOH are 3,000 feet above us – sometimes even 2,000 feet – and we winch at 2,000 feet.

TE1 – explained that while instrument flight procedures should be contained within controlled airspace, there is no requirement to expand controlled airspace. He explained that there was some requirement

to implement controlled airspace for some aerodromes but that this did not apply to SOU. He added that for SOU there is no requirement to expand airspace.

A representative of Dorset Gliding Club – asked if there was a desire to expand to the West.

TE1 – said that this is not a question he can answer as it would relate to BOH's ACP.

A representative of Lasham Gliding Society – asked whether TE1 could say more about CAA policy changes due next year. He explained that there will be a CAA policy change next year and asked what its impact would be on this process.

TE1 – said that he was not aware of any planned policy change next year but was able to outline a number of potential changes which may take place. He noted that DfT may be planning to change legislation next year to force airports to start their airspace change plans.

A representative of NATS – said that there was a proposal for new legislation to go before Parliament next year, which could come into place in 2021+, but was not detailed in this answer.

A representative of ACOG – explained that there was some proposed draft legislation for Autumn 2020 but that this was a long way off.

A representative of Lasham Gliding Society – asked if this was the primary supporting legislation for FASI-S, requiring ACPs.

A representative of ACOG – replied that this is the case as far as he was aware.

TE1 – explained the process of design principle development and options appraisal. He explained that baselines would be developed in Stage 2B of the ACP, which was not likely to take place until quarter 2 or 3 of next year.

TE1 – invited a representative of Southampton Airport to outline current ATC issues faced by SOU.

A representative of SOU – introduced himself and noted that he had spoken to the ATC team at SOU. They mentioned to him that one potential solution to their issues would be to exploit technology, such as mandating transponders or electronic conspicuity. In addition, he explained that SOU could introduce procedurally deconflicted routes, which could have the benefits of reducing workload, reducing continuous monitoring from the controllers, a safer process with less segregation.

A representative of SOU – noted that in some cases GA traffic may be delayed. He also noted that SOU does not have a PBN route or sufficient controlled airspace, and that people living in Winchester are being overflown twice as a result, and that SOU would be attempting to alleviate the need for an orbit around Winchester if possible.

TE1 – clarified this point, noting that incoming flights coming from the north overfly Southampton, then Winchester, and that this is controlled manually by ATC. He said that this requires high radio workload and this takes place within tight controlled airspace boundaries. He noted that if SOU had a PBN approach this could lower controller workload, which could free up free up time for ATC to work with GA traffic to provide ATSOCAS.

A representative of CPRE Hampshire – noted that there are here today the airport experts and technical experts, but that there are also representatives from a non-technical background, including

environmental people, who are concerned about the impact, and people who know what the community want. He said that community members wanted to know who would make the decisions; whether there will be changes to flight paths; and what impact this could have on ordinary people on the ground. Could the experts remember this? People here may be naïve about the technology but are very concerned by impact – that’s what people from the environment and community wanted to know about. He then asked TE1 to address these issues.

TE1 – replied that the issues he raised would be addressed in the overview of feedback in due course, following the explanation of technical issues.

### **Master Plan Slides**

A representative of SOU – presented an overview of the SOU Master Plan. He noted that some of the feedback from groups was that there was a blurring and misunderstanding of the difference between the Master Plan and the ACP. He noted that while the Master Plan and the ACP are completely separate, and should be treated as such, he acknowledged that there is some overlap between the two, since ground operations are necessarily affected by airspace. That said, he emphasised that the processes for determining the Master Plan and ACP are different and that the documents online are separate.

A representative of SOU – said that he wanted to share some of the headline features of the Master Plan to the group, presenting SOU’s assessment of its future ATMs, increasing from the 39,300 ATMs in 2017 to 57,800 in 2037, saying that these are what SOU understand to be the demand in the region and what we feel we can deliver.

A representative of SOU – noted that the number of ATMs obviously impacts what SOU need in the sky and that the desire to increase ATMs would impact the ACP, as provision needed to be made for these. He added that passenger number growth in-line with the Master Plan is less relevant to airspace than it is to ground infrastructure.

A representative of SOU - requested that feedback on the Master Plan be await on the Development Consent Order (DCO).

A representative of SOU – added that there will be no requirement for night flights within the Master Plan and that all development would be contained within the existing site boundary.

A representative of Dorset Gliding Club – asked if there were ATM figures for 2008, and noted that they were higher in 2008 than 2017, and asked if these figures were available. He wondered how these numbers relate to proposed ATMs in 2037.

A representative of SOU – noted that these figures were not available at present but could be provided later.

A representative of Dorset Gliding Club – noted that the numbers were highly relevant. He noted that SOU seemed to desire an increase in airspace capacity as a result of its desire to increase ATMs, yet everyone should be aware that in the past a higher number of ATMs had been accommodated within the same airspace.

A representative of SOU – noted that the capacity question was not present yet.



A representative of Lasham Gliding Society – stated his belief that there has been a 20% drop in ATMs in the past and that there had been a significant reduction in the forecast of ATMs, claiming that in 2006 the forecast made for 2030 was 93,000 ATMs. He therefore disagreed with the requirement for more airspace capacity.

A representative of Lasham Gliding Society – argued that on this basis it can be seen that no airspace change is required to support the projected movements from the Master Plan.

TE1 – said that it was not yet clear whether an increase in ATMs would require airspace change to support it but suggested that it would not be a shock to him if it did not. He added that the runway extension proposed by the Master Plan would need to be made, but that an increase in movements from 110 to 155 movements per day on average is not monumental.

A representative of Lasham Gliding Society – claimed that at Lasham Gliding Society they have 64,000 movements per year and that SOU's numbers were not extreme.

TE1 – stated that there had been approximately 45,000 ATMs in 2008. He reiterated that the driver for airspace change is not the Master Plan, but that the future airspace design should not constrain the forecasts within the Master Plan.

A representative of NATS – noted that while there may not be a capacity constraint at SOU there is a capacity issue in South East England. He noted that PBN is an EU mandate – which provides for safer, cleaner, quieter transport – and caters for significant benefits within the South East England. He stressed that this ACP is part of the FASI-S process, and that it must therefore be considered in this context – where you have another 16 airports and perhaps the most congested airspace in the world – it's important that we understand this.

A representative of Eastleigh Borough Council – noted that even with the comments made about why the ACP is needed, we need to consider the environmental side of airspace change, such as potential to bring down fuel costs and reduce the areas overflown – the environmental side must not be forgotten.

A representative of SOU – agreed with this point and emphasised that the Master Plan is also about the sustainable development of SOU, and that environmental aspects are key to this.

A representative of SOU – then outlined SOU's plans for Future Airport Development providing an outline of the airport's potential future development. He introduced the runway extension for which a DCO would likely be submitted to Eastleigh Borough Council within a month. He showed an artist's impression of what may be possible in 2037, though these would not constitute part of the DCO.

TE1 – emphasised that thresholds at either end of the runway would remain the same despite the extension, therefore approaches would not be affected.

A representative of Eastleigh Borough Council – queried the potential for a tunnel under the runway to link the aprons at the bottom and top of the artist's impression.

A representative of SOU – agreed to talk to the representative of Eastleigh Borough Council about this further after the workshop, noting that this was not part of the ACP.

A representative of CPRE – was not happy with this answer, suggesting that the representative of SOU and TE1 can't or won't give answers to questions relating to the Master Plan.

A representative from SOU – stated that he was happy to answer questions, but separately from the ACP workshop, as it related to the DCO. He added that he would be happy to answer questions afterwards.

TE1 – returned to the presentation. He noted that the relevant element of the Master Plan is the number of movements that the airspace needs to accommodate, as well as the types of aircraft. He noted that this runway extension will allow more frequent use of larger types of aircraft.

A representative of the Wickham Society – asked what the reasoning is behind the runway extension if the use will remain the same.

A representative of SOU – responded that it was to facilitate different types of aircraft at SOU, and that it related to SOU's anticipation of its future, in order to facilitate greater numbers of certain aircraft at the airport. He added that most of SOU's fleet is turbo-prop and that an extension would allow SOU to accommodate larger aircraft – SOU think that these plans give us what we need for more A320 and B737 aircraft to use the airport – and to give airlines the ability to fly to more distant destinations. These would be the same types of large aircraft already using the airport, but more frequently.

TE1 – noted that an increase in the number of larger types of aircraft using the airport is something they need to consider for the ACP, including because of their environmental impact.

A representative of Hampshire County Council – noted that she is the environment lead among politicians on Hampshire County Council. She requested clarification on the planning applications will be submitted – she thought there might be planning applications for both the ACP and Master Plan.

A representative of SOU – clarified that the process for the implementing the Master Plan will be through an application to Eastleigh Borough Council, with consultations on the ground infrastructure changes. He added that the ACP would not be a planning application, but was part of FASI-S.

TE1 – clarified that the ACP will go through the CAA.

A representative of Hampshire County Council – asked whether local authorities will be invited to comment on the ACP, citing the case of the Farnborough Airport, where she suggested that local authorities did not have a chance to comment on its ACP.

TE1 – Advised that LAs will most certainly be invited to comment and indeed that was why they had been invited today, to engage at the very start of the process.

A representative of Hampshire County Council – requested clarification about the timelines for a decision on the ACP and its implementation.

A representative of SOU – noted that the DCO would be submitted in August to Eastleigh Borough Council.

TE1 – noted that the earliest that the ACP would be submitted would be around 2021/22, with implementation around 2023/2024. He mentioned that there is dependency on the airspace changes for other FASI-S airports, and that this timescale could move.

A representative of Hampshire County Council – sought clarification about if the Winchester Loop might end.

TE1 – noted that this could not be guaranteed and would relate to the timescales and options of the ACP.

A representative of CPRE – noted that members of the public will take the view that extending the runway extension will mean more movements.

A representative of SOU – clarified that they were indeed suggesting that there would be an increase in movements; with the runway extension SOU could go from 2 million to 5 million passengers, given more movements and larger aircraft.

### **Re-Cap of Airspace Change Process**

TE1 – introduced the themes which had been considered at previous workshops. He presented a recap of FASI-S, and the ACPs which were taking place throughout the UK. He noted that while each airport was responsible for its own ACP, ACOG was working to ensure that they were complementary. He noted that all 16 FASI-S airports except Bournemouth (BOH) had begun their processes. He further explained the role of NATS in this, noting that they are responsible for all airspace above 7,000 feet.

TE1 – further explained that the process of co-ordinating the process of airspace change across 16 airports is extremely complicated, and that as such the timelines are fluid.

TE1 – introduced SOU's ACP, and the constraints and opportunities this presented, including the meeting of growing demand; the potential for improving precision and flexibility; and the potential for development of airspace at lower altitudes, including the potential for changes to controlled airspace boundaries. He explained that there was a desire to not increase controlled airspace, and that any increase would aim to be mitigated.

TE1 – noted that controlled airspace is generally managed by air traffic – and that as a general rule if airspace grows to accommodate commercial planes, it has the potential to squeeze uncontrolled airspace and limit GA traffic. He added that it is industry intention not to increase controlled airspace but on the one hand, PBN can enable continuous climb and descent and free up more CAS further from the airport, while on the other hand, PBN may require more controlled airspace in the lateral dimensions at lower level where large turns are required.

TE1 – introduced the regulatory airspace change process and introduced the process of developing design principles. He noted that all principles, when further developed during this session, would be shown again to the attendees present, and that feedback would be requested. He summarised the process, including the CAA's approval of draft consultation material, and that consultation would include options, including SOU's preferred options. He noted that there is a requirement to address consultation feedback, and that SOU may be required to re-consult on its options if the changes made are significant and result in a change to the impacts described in the previous consultation. He noted that designs would then be reviewed and submitted to the CAA for approval. He noted that this process would culminate in an implementation period and a post-implementation review, 1 year later.

TE1 – noted that the design principles were a framework, governed by overarching policy which absolutely must be met. He noted that options would aim to be designed to meet the principles. He noted that principles could contradict each other, and that option development would aim to meet the standards of the principles. In short, he said, while there is no magic airspace design which will meet

everyone's needs – it's about finding an option which will meet/balance as many of the principles as possible whilst adhering to policy.

### **Points raised regarding Feedback Theme of Safety**

TE1 – presented a summary of the feedback received on the theme of safety. He explained the summarised feedback in greater depth: the need for boundaries to align within VFR reporting points; the need to avoid pinch points; the factors relating to NavAid removal; the proximity of roads and schools; and the importance of nature and environmental considerations. He noted the importance of managing unauthorised airspace infringements.

TE1 – drew a number of points out verbally: that in the feedback a lot of pilots said that they are currently using NavAids to stay clear of controlled airspace, and that as such there were requests not to get rid of all of the NavAids to maximise ANSP efficiency– but to keep some redundancy in the system for GA aircraft to stay out of controlled airspace.

TE1 – noted that safety was perhaps the simplest theme, and there was agreement in the room that airspace must be safe.

A representative of Bishopstoke Parish Council – noted that security was a key issue in the discussions he had at the last workshop he attended on 1<sup>st</sup> July. Not so much security of passengers, but a concern regarding alleged new technology which is not proven well enough to be used. He cited the example of the Boeing aircraft which have crashed recently. He explained that he works for a company which tends not to use things designed yesterday, but stuff which was designed within the last 10 years.

TE1 – replied that this feedback would be considered under the theme of technology, but also noted that PBN is not new technology. He said that it has been around for over 10 years. He said that although you are right to say that it relies on satellites there is a requirement for redundancy as part of the process, and that SOU must demonstrate to the regulator that it would be sufficiently secure and reliable.

A representative of NATS – noted that the possibility of the failure of the GPS system was a front-and-centre issue for the government at the moment. He added that you will have to have a minimum operational system to fall-back on – so there will be a number of NavAids – and there are a number of discussion ongoing regarding Galileo.

TE1 – noted that if there was a GPS failure, there would be bigger issues than ATC.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – noted that the presentation was important but said that this was an extremely high level overview.

TE1 – clarified that the presentation section on feedback is a high-level summary of the feedback.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – argued that this is an important document because it is the beginning of SOU's synthesis of feedback received and the beginning of SOU's principle development process, and it was important not to gloss over it or rush through it.

TE1 – replied that we will show the draft principles later which we think cover this concern.

A representative of CPRE – enquired about the safety implications of possible runway extension to the North. He asked whether there would be safety implications regarding the area to the South – he noted

the dispute to the South about Marhill Copse and the trees, and asked if extensions to the North would have similar implications, especially given the potential development area to the North.

TE1 – noted that, yes, there will be a safety assessment of any changes to the runway.

A representative of New Forest District Council – noted that the safeguarding of the tranquillity of the National Parks does not seem to be on the list.

TE1 – noted that this is picked up on the feedback section regarding noise.

A representative of Lasham Gliding Society – noted that the summary of the feedback in this presentation seems to be extremely high-level and that he did not recognise some of Lasham's points within the summary provided. He then enquired about what would be the output of the session.

A representative of Lasham Gliding Society – added that he did not recognise in the presentation feedback summary thus far some of the points Lasham made in their feedback on the first workshop, noting as an example that they do not want chokepoints around Class G airspace to be created or exacerbated; and that environmental and safety needs to be published so that all stakeholders can view it with transparency ... He claimed not to see a carrying forward of the specific to the general.

TE1 – replied that the output of this workshop will be a report of the minutes of the workshop and any proposed changes to the draft design principles. He replied that Lasham's feedback is reflected later in the presentation. He continued by saying that all feedback received will be submitted to the CAA and published publicly on their portal. He asked both representatives of Lasham Gliding Society to hold that point as we walk you through the feedback summary and asked for further comment from them if they feel something specific has not been addressed later on in the presentation.

A representative of Lasham Gliding Society – claimed that in order to get a summary onto one slide Trax have generalised to the point that it is hard to see that our inputs have not been taken into account.

TE1 – replied that this is one of the drawbacks of a presentation. Slides are intended to guide the conversation and all feedback received had informed the summary on the slides at this stage. He noted that when the principles were presented at the end, it would be possible for attendants to feedback on these and at that point, and that if feedback had been missed, it should be raised again.

### **Points raised regarding Feedback Theme of Flight Efficiency and Performance**

TE1 – introduced the feedback relating to this theme, as outlined on the PowerPoint. He noted that airports historically proposed airspace change to improve their efficiency, and that other aviation stakeholders had provided feedback to suggest that this could have negative implications for their own efficiency. He noted that this could also have implications for noise.

TE1 – he noted as part of this feedback summary that local government stakeholders considered emissions to be as important as aircraft noise.

A representative of Hampshire County Council – replied to this point by noting that many local authorities surrounding SOU had declared climate emergencies in recent weeks – asking how this squares with SOU's ACP plans. She declared herself surprised at the seeming low priority given to carbon emissions and environmental considerations. She noted that this would be the major point of

pushback on planning applications at the moment. She continued by saying that there seems to be a low commitment to climate neutrality in this feedback – it's not hitting her as a high priority in this list.

A representative of Eastleigh Borough Council – agreed with a representative of Hampshire County Council that environment and air quality and the environment should be at the top of the political agenda at local level and even more so at national level. He stated that this is a high priority for the government regardless of the ACP process.

TE1 – noted that this feedback would be taken onboard and clarified that there were different environmental considerations given priority at different altitudes. He noted that the PowerPoint was not listing items in priority order, but that CAP1616 had been developed with the impact on communities in mind. Specifically, he noted that noise is a specific priority below 4,000ft.

A representative of CPRE – noted that noise and CO<sub>2</sub> are not contradictory and need to be considered together.

TE1 – stated his agreement with this and noted that he had simply been reciting government altitude-based priorities, which say that noise is a priority below 4,000 feet.

A representative of CPRE – explained that there is a government air quality strategy that has recently been produced, and that it had recently been revised.

TE1 – asked for clarity, as he believed that this was something that had been brought up at a previous workshop.

A representative of CPRE – stated that it was the revised government air strategy 2019 – and that it was about time that the aviation industry took account of it.

A representative of Wickham Society – noted that she was surprised that the community section of the flight efficiency feedback summary does not include a point about noise, and that she felt it must be captured. She mentioned that at the last workshop she went to last time there was a teacher who couldn't open her windows because of flights going over. She feels noise needs to be captured more.

TE1 – confirmed that noise will be considered in a later feedback summary.

### **Points raised regarding Feedback Theme of Capacity**

TE1 – introduced the feedback received on the theme of capacity, as shown on the PowerPoint. He noted that many airports' Master Plans were more ambitious than SOU's, with much larger forecasts.

TE1 – observed while outlining this feedback that SOU has rather a lot of cancellations and diversions at present.

TE1 – noted that PBN had pros and cons, and that it must be smartly applied.

TE1 – noted the disbenefits of operating at maximum capacity.

TE1 – noted that he had provided earlier clarification on the different applications and processes which SOU would be undertaking (relating to the DCO and the ACP).

TE1 – noted that a cost-benefit analysis would be undertaken as part of the ACP.

A representative of Lasham Gliding Society – asked if this cost-benefit analysis would include any potential impact on general aviation – asking “will you commit to a cost-benefit analysis on GA as part of this”.

TE1 – after some thought said he believed the CBA does include all airports and airspace users, so I believe it would be in there.

A representative of Dorset Gliding Club – argued that airspace designs need to be future-proofed – and that one way of potentially doing that could be to agree what SOU need in terms of current and future capacity, but only implement extra airspace to meet this when the capacity when they are needed – and suggested a phased implementation.

TE1 – suggested that it is potentially possible to use a phased implementation or introduction of airspace change.

A representative of Dorset Gliding Club – asked whether, if phased implementation based on demand was agreed, some airspace change may never be implemented.

TE1 – replied that yes, in principle, this could be the case.

A representative of Dorset Gliding Club – noted that in previous meetings it was mentioned that there is a possibility of turning on and off airspace, which she believes is done in Europe.

TE1 – noted that flexible-use of airspace did exist within the UK, and that airspace at SOU was disestablished when the airport was closed.

A representative of Eastleigh Borough Council – argued that the line relating to ‘future-proofing so further changes are not needed’ goes too far and argued that there needs to be some provision for review within the design principles. She agreed that implementation in tranches or phases would be sensible, but she stressed that provision for review was fundamental.

TE1 – sought to clarify whether he understood the Eastleigh Borough Council representative’s point to be a suggestion that there should be a mechanism for undoing implementation if capacity were no longer needed, and whether there should be a facility for revision of airspace if capacity is not filled.

A representative of Eastleigh Borough Council – nodded in reply to this.

TE1 – explained that at Stage 7 of CAP1616 there is a post-implementation review (PIR) stage which gives a chance to check that a sponsor’s claims have come into fruition. He noted that this more typically related to impacts, but that there had been instances in which controlled airspace had been disestablished when traffic had not materialised, such as at Southend. He stated that he did not believe there was a formal review process after the PIR. He stated that this would be a CAA or DfT question.

A representative of NATS – noted that any organisation could submit an ACP.

### **Points raised regarding Feedback Theme of Noise**

TE1 – presented an introduction of the feedback received regarding the theme of noise, as outlined on the PowerPoint. He noted that noise from GA traffic could increase as a result of changes in controlled airspace. He noted that continuous climb and descent would, in principle, reduce noise. He noted that respite routes may not be possible in the case of SOU, but that SOU was nonetheless required to consider multiple routes including respite routes. He noted that multiple routes could require additional controlled airspace.

A representative of CPRE – queried what SOU's proposal is for its ACP.

TE1 – explained that SOU had not made any proposal yet, but that ACP sponsors were required to consider respite under Air Navigation Guidance 2017.

A representative of CPRE – noted that respite for one must inevitably mean pain for somebody else.

TE1 – confirmed this, and confirmed that SOU had not yet produced any route designs. There are no designs proposed at all at this stage.

A representative of the Southampton Common and Parks Protection Society – noted that he was in the Community and Interest workshop on 1<sup>st</sup> July with a representative of the National Farmers' Union, and that during this meeting he mentioned that poultry can be caused to take fright by certain unexpected noises. He also explained that at this meeting they discussed consideration of amenity areas which are used principally for recreation, such as national parks, AONBs, and green areas in Southampton, such as Southampton Common.

TE1 – explained that there are specific references to tranquillity areas later in the design principles. He added that CAP1616 and/or webTAG makes specific reference to AONBs, SSSIs, and National Parks.

A representative of the Southampton Common and Parks Protection Society – requested that areas where tranquillity is important be specifically added to the design principles under Noise.

TE1 – noted as part of this feedback review that if you implement new routes you will move noise, and that as a result the noise contours will change. He explained that noise contours were assessed based on actual radar data and noted that moving routes would change these. He noted that it was therefore impossible to change routes, ATMs, or aircraft types without altering these contours. He noted that there had been a request to maintain SOU's current noise contours, and that there had been a request to reduce noise pollution.

A representative of New Forest District Council – noted that the Local Government and Business group at the previous workshop did pick up on poultry, yes, but that they had also discussed noise's impact on nature beyond poultry. He said that in this meeting there was a lot of emphasis on National Parks – and that he was surprised this was not more reflected in this feedback summary.

TE1 – explained that there is always a trade-off between routes over National Parks and open spaces or residential areas – adding that generally people want no routes over houses, but also that generally people do not want them over the open spaces they use to find tranquillity. There is no right or wrong answer to this.

A representative of NATS – mentioned that PBN routes provide more options as they give you the ability to accurately fly along particular routes with greater precision – for example you can accurately route



along the length of rivers – Vienna have routes which bend around two villages; in Toronto they go over brownfield sites.

TE1 – noted that there was a suggestion to go over water – which is generally a winner.

### **Points raised regarding Feedback Theme of Technology**

TE1 – presented an introduction of the feedback provided on the theme of Technology, as outlined on the PowerPoint. He noted as part of this overview that new technology could reduce the need for Class D airspace and enable maximum access for general aviation. He also noted that ADS-B came up a lot in previous discussions – which he explained is a type of signal that aircraft can transmit. He said, however, that one of the problems is that, from an ATC perspective, it is currently invisible as technology in control towers is different. He clarified that there are plans afoot to integrate technology, but they have different dates to assess these. He observed that for aircraft owners, ADS-B is normally lighter and cheaper.

A representative of Dorset Gliding Club – queried whether FLARM had been considered.

TE1 – noted that FLARM is non-proprietary and can be switched off at-will and therefore may not be necessarily advantageous.

A representative of Dorset Gliding Club – suggested that FLARM should be considered and should be introduced.

TE1 – stated that it was a non-starter with the CAA.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – was cross that TE1 did not seem to want to record feedback related to FLARM. He suggested that the presentation summary of Technology feedback on the slide did not refer to FLARM – he requested that FLARM is definitely recorded as his preference in the feedback. *This has been recorded in this feedback report.*

TE1 – reminded a representative of Bath, Wiltshire, and North Dorset Gliding Club that the minutes of this meeting will be submitted to the CAA, but that he saw no value in including it in the feedback summaries on the presentation slide because the attitude of the CAA meant that FLARM will not be put forward as enabling ATC surveillance technology by an airport sponsor.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – wondered aloud what else Trax might be ignoring then. He suggested that there was a question of what else was being omitted, as TE1 had the potential to ignore things that are important to the people in this room.

TE1 – stated that feedback was not being deliberately omitted, but that he did not see value in highlighting something around which a principle would not be further developed – and reminded a representative of Bath, Wiltshire, and North Dorset Gliding Club that the reason for this is that FLARM is a non-starter with the CAA in terms of ATC surveillance.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – pointed out that there was a question of who would pay for the kit to deliver electronic conspicuity then.

A representative of Dorset Gliding Club – argued that if there will be a requirement for ADS-B then airports should be paying for it for GA.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – indicated that if we get into the realm of 'who pays' for equipment then you get into difficult territory.

A representative of Dorset Gliding Club – said that they are losing their business because of a loss of airspace to Farnborough Airport.

A representative of Lasham Gliding Society – argued that for a generic airspace change proposal the use of technology to reduce Class D airspace is desirable, but specifically in relation to SOU's ACP the PBN SIDs and STARs which will have specific airspace requirements. This airspace is usually Class D – although that's a difficult thing to agree. If you have PBN RNAV1 routes in first instance you are required to put in Class D airspace except in certain circumstances – though the CAA might grant an exception.

A representative of Lasham Gliding Society – noted that Class D airspace was the default for controlled airspace.

TE1 – stated that there was no formal default, though it had been assumed in the past. He added that there are no regulations to say which Class of airspace to use.

A representative of Lasham Gliding Society – noted that this meant that it was the default in practice. He added that the initial focus for this ACP was first published it referred to talk about separation – and he believes this refers to Class D.

A representative of Lasham Gliding Society – requested clarification from NATS.

A representative of NATS – stated that it was a CAA decision and case-by-case.

A representative of ACOG – interjected that from his recent conversation with the CAA they appear to be changing their stance and moving towards Class E. He said that one of CAA's principles is to remove controlled airspace as much as possible and mitigate it.

A representative of Lasham Gliding Society – asked if this related specifically to RNAV1.

A representative of ACOG – said that he could not guarantee this – but that he could not count out that for RNAV1 you need Class D.

A representative of ACOG – said that this was not clear.

A representative of Lasham Gliding Society – asked if there was a policy document for this.

A representative of ACOG – stated that there was not yet, and provided additional clarification.

A representative of Lasham Gliding Society – thanked a representative of ACOG for this clarification.

TE1 – returned to the presentation, and highlighted community concerns regarding security, as noted earlier in the workshop.

TE1 – highlighted that GPS technology was not new, but noted that there had previously been issues relating to GPS failure and tampering.

#### **Points raised regarding Feedback Theme of Resilience**

TE1 – introduced the feedback relating to resilience as outlined on the PowerPoint. He noted that there are concerns about resilience against adverse weather conditions, saying that it doesn't matter how clever your routes are, if there are bad storms, the aircraft will not fly those routes. Thus you need to investigate ways to make routes resilient to weather.

TE1 – noted that there was a desire for resilience not to be prioritised over safety in the feedback.

TE1 – noted the need to consider both present and future policy while considering this feedback.

TE1 – He noted the importance of airspace infringements and noted the existence of mechanisms for taking action against infringement. He noted that SOU received a large number of infringements due to the complexity of its airspace.

TE1 – noted the importance of considering expansions in controlled airspace elsewhere, and the constraints this could place on GA.

#### **Points raised regarding Feedback Theme of Integration**

TE1 – introduced the feedback relating to resilience as outlined on the PowerPoint. He highlighted here that attendees previously noted that SOU and BOH are very close together.

TE1 – highlighted that from a community and airspace perspective concerns were raised that air-grabbing by other airports would mean there is not enough for others. If SOU were to grow, for example, it might restrict general aviation.

TE1 – highlighted that you don't necessarily need multiple routes for respite, as you could just restrict their use during times of day to share this. He stated that a concern was raised about separating aircraft – some people said keep planes apart with as much controlled airspace as possible – not to say that we are having as principle.

### **Points raised regarding Draft Design Principles**

TE1 – began the session on the Draft Design Principles by explaining that these are the general principles – overall principles – that Trax will seek to achieve through the airspace design. He noted that they are not the be-all and end-all, and that some of them can contradict.

TE1 – then outlined the Air Navigation Guidance and Noise Policy Statement for England. He noted that airspace sponsor must meet these as part of the ACP, regardless of principles.

A representative of Dorset Gliding Club – argued that there is very little to suggest that plans must be implemented with FASI – and specifically with BOH’s plans – which is our neighbour; and as such where most of the cross-over work will need to be.

TE1 – argued that the CAA would consider the extent to which all ACPs had accounted for each other. He mentioned that Trax and SOU had spoken to BOH and that we know we need to take account of BOH, noting that with all airports we need to show that we have taken account of all surrounding airfields and airports.

TE1 – observed on this point that the aviation industry has been asking whether airports with airspace dependencies on each other can go through Stage 2 separately, or whether they can only process together, and that this question has not yet been answered by the CAA.

A representative of Dorset Gliding Club – requested that this lack of certainty be reflected in the design principles

TE1 – confirmed that this broad point can be reflect in your feedback, but he questioned whether it is a design principle as such.

A representative of Dorset Gliding Club – suggested that it should be a principle and written down as things which are a “given” generally get forgotten.

A representative of New Forest District Council – referred back to the earlier conversation regarding co-operation between airports and suggested that SOU consider “in combination effects” as part of their design principles when assessing impact – and that BOH should be considered in this regard.

A representative of New Forest District Council – added that this should be a “must” – that SOU “must” consider these in combination effects.

A representative of SOU – suggested that it could be added to the mandatory list.

TE1 – noted that this was a good suggestion for the principles as well and noted it down.

A representative of Southampton Common and Parks Protection Society – raised a question about whether other, e.g. MOD, airports would be included.

TE1 – stated that underpinning the whole process is the need to show that it is safe and feasible to implement this ACP, explaining that SOU would have to demonstrate that the effects, including cumulative effects.

TE1 – noted that the MOD are a statutory consultee for all ACPs.

TE1 – suggested the principle “shall take into account the effects of all neighbouring airports and \_\_\_\_”.

A representative of Southampton Common and Parks Protection Society – interrupted him and suggested that all military aircraft need to be included here. He then said that in a worst-case scenario a military jet has to escort aircraft, noting that they need access and you may not know where they are coming from.

A representative of NATS – cited the example recently of two tornadoes just turning up and advised that at this stage the group not focus on this granular detail but focus on general principles.

A representative of Southampton Common and Parks Protection Society – then noted that the other issue to consider with the military are those areas of RAF airspace which are not currently in use or not used often.

TE1 – noted that the MOD had a great deal of influence over airspace – describing them as a significant stakeholder – and that he was confident that MOD operations were covered in SOU’s ACP.

A representative of Hampshire County Council – noted the planning term “duty to cooperate” could be the best language to use in a potential principle on how the airports’ combined changes affect noise.

A representative of NATS – noted that the problem with CAP1616 was that it deals with airports in the singular but there is a need to take into account cumulative effects. He clarified that while the CAA obliges airports to consider cumulative effects but they do not assess airports in that way.

A representative of Lasham Gliding Society – noted that there is no lower airspace strategy against which this had been designed, and that such a strategy would be highly beneficial and should therefore be a prerequisite for how these would be designed. We need a lower-airspace strategy.

TE1 – noted the previous contribution from a representative of Airspace-4-All regarding a lower airspace strategy. He made a note that there may be a need for a UK lower airspace strategy but noted that this was not SOU’s role and that it would not be a design principle.

A representative of Lasham Gliding Society – agreed, stating that it was a CAA responsibility. He noted that redesigning airspace required a lower airspace strategy. He queried whether, if a lower airspace strategy did exist, TE1 could provide this.

TE1 – agreed to do this.

A representative of Lasham Gliding Society – added, furthermore, that the CAA need to produce this lower-airspace strategy and that one of the reasons for this major redesign is that lower airspace has developed as a patchwork quilt.

A representative of Hampshire County Council – asked whether SOU would be brave and change “should” and “minimise” in environmental principles to “will” and “negate”, to ensure that there will be no total environmental impact.

A representative of Southampton Common and Parks Protection Society – pointed out that he agreed, and that the wording of “minimise” indicated that the ACP would cause a net increase.

A representative of Hampshire County Council – added that the principles need to refer to zero impact on the environment.

A representative of Southampton Common and Parks Protection Society – argued that there should be incentives in the principles to ensure that airlines have no net increases in noise and emissions.

A representative of Hampshire County Council – noted that TAG Farnborough is carbon-neutral as of 2018 due to its massive offsetting programme, noting that invest in LEDs, solar panels, tree planting across Hampshire. She asked whether SOU does any carbon offsetting and indicated that this is something that they will be looking at in its applications.

A representative of Hampshire County Council – added that “should” and “minimise” are woolly words and that you need to be more aspirational in the principles.

TE1 – stated that any carbon neutrality commitment would relate to the airport as a whole, not the ACP.

A representative of Hampshire County Council – stated that SOU should be more aspirational in its approach and should take a serious view of carbon neutrality.

A representative of Eastleigh Borough Council – argued that the biggest issue which needs strengthening in the principles is that regarding environment and air quality.

A representative of Eastleigh Borough Council – added that the final draft principle regarding noise and operating hours must not change, noting that SOU had never requested an extension of its operating hours; that its masterplan did not include this; and that this would not be approved by the local community and authorities anyway, regardless of any design principles included. He stated that this was extremely key to the local community’s acceptance of the airport.

TE1 – confirmed that this had been highlighted by the previous group, but that it is a planning issue, rather than an ACP issue.

A representative of Dorset Gliding Club – argued that, on safety, “should avoid bottlenecks” should read “must”.

A representative of NATS – queried whether use of “must” is too much of a solution rather than a principle.

TE1 – stated that “must” was acceptable within a principle.

A representative of the Wickham Society – suggested that you could remove “must”, “shall”, and “should” from all draft design principle statements.

A representative of Dorset Gliding Club – also stated that a principle should include a reduction in controlled airspace, not simply that SOU should avoid expanding its controlled airspace. She also asked whether the noise principle relating to sharing of the burden related to the expansion of route numbers, or whether this related to sharing with existing routes.

TE1 – noted that communities in general were keen for burden to be shared, and explained that the principle instead related to the sharing of burden within routes which are developed.

A representative of CPRE – stated that he was surprised to hear that local communities supported burden-sharing and queried how this conclusion had been reached. He asked whether SOU had done a consultation to find out whether people wanted to share noise.

TE1 – indicated that SOU have undertaken a public focus group in addition to these workshops which found that while noise is not terribly important for them in general, it does matter when it is over them.

TE1 – added that in many ACPs we are finding that people say it is not fair to concentrate. He asked a representative of CPRE whether he takes a different view, adding that Air Navigation Guidance obliged SOU to consider multiple routes.

A representative of CPRE – noted that as far as SOU is concerned, most of the people concerned came to live there knowing there was an airport, whereas most people not currently affected came to live there because there was no noise. He argued that what Trax say regarding sharing noise is controversial and that SOU should avoid making assumptions.

TE1 – asked whether, as a group, they feel strongly about noise sharing and/or a fair and equitable share of traffic.

A representative of the Southampton Common and Parks Protection Society – raised what he called a related point regarding technology to facilitate aircraft climb gradients. He noted that while this would deliver continuous ascents, rather than stepped ascents, this would change the pitch of noise.

TE1 – added that continuous climb would produce less noise on the whole, and that would allow planes to climb higher, faster. However, he explained, if planes climbed faster, sooner, it can increase noise closer to the airport, to the benefit of those farther away from the airport.

A representative of the Southampton Common and Parks Protection Society – observed that this would lead to more noise near where he lives. He then queried whether more aircraft would mean more noise, and whether SOU would also be required to demonstrate mitigation for newly impacted individuals too.

TE1 – provided an explanation of the policy relating to this. He noted that sponsors were not able to increase the effect on those already deemed “significantly affected”.

A representative of the Southampton Common and Parks Protection Society – repeated that if planes use a steeper climb, he will be more significantly affected.

TE1 – suggested that it may be better for the principles to refer to continuous climb and descent.

A representative of Lasham Gliding Society – argued that all of the points behind this ACP should be underpinned by an approach that it is data-based and evidence-based, and argued that all data is published, and that all methodologies should be rigorous with scientific methodologies which are helpful and clear to communities. He suggested an overarching principle for the whole ACP that the process should be data-based, evidence-based, with publicly available data, and using scientific methodologies. He added that all methodologies need to be scientific – for example, on safety, there need to be profiles.

A representative of Dorset Gliding Club – argued that this data should also be made public as early as possible.

TE1 – noted the drawback of the CAP1616 process was that we have to engage and develop options before options had been assessed.

A representative of Lasham Gliding Society – stated that evidence should come first.

A representative of CPRE – agreed, stating that options were being developed before evidence and that this was the wrong way round.

A representative of Lasham Gliding Society – repeated that data needs to come first.

A representative of CPRE – agreed that Trax are making assumptions as you go through this.

TE1 – stated that this was the CAP1616 policy to develop design principles before any design or analysis is performed.

A representative of Lasham Gliding Society – added that you cannot put together options before you do the analysis.

A representative of Wickham Society – asked whether, when Trax produce options, these will be based on assumptions. Or will you declare these.

TE1 – stated that Trax will design a comprehensive list of options to address as many principles as possible.

A representative of Lasham Gliding Society – stated that this is why rigorous research must be a principle.

TE1 – explained that options would all necessarily be supported by evidence and will be considered against quantitative and qualitative tests with methodology agreed with the CAA and published online. He noted that the environmental team at SOU will have to produce data and methodology.

A representative of SOU – clarified that SOU will not produce full analyses of every single option, this will be done when we have a shortlist – it would be impractical to do so before a shortlist. She added that all shortlisted options would be environmentally assessed, and that environmental consultants had already been instructed for this ACP.

A representative of Lasham Gliding Society – stated that it nonetheless needs to be published, so that stakeholders could see how conclusions had been reached.

TE1 – confirmed that this would be the case since everything submitted to the CAA was made public on the portal. He added that Trax will come back to this group with all options developed to ask for feedback ahead of analysis.

A representative of Lasham Gliding Society – suggested that the method should be to gather data on all GA movements and say, as a result of this assessment, these are the options. All 6 fields lend themselves to a scientific analysis not a matter of judgement. He stressed that without access to the data, stakeholders would be unable to provide comment. He stated that options should be supported by hard data, not by judgement, and that this was what he was encouraging.

TE1 – confirmed that all data and methodology would indeed be published on the CAA Portal.

A representative of Dorset Gliding Club – interjected that what we're talking about here is the baseline of data on which all analysis and comments can be hung. He stated that there was a lack of analysis at the current stage and so it is a fairly pointless process.



A representative of NATS – provided clarification of the CAP1616 process, outlining that the current stage was 1B – which is a discussion of ideas and that Stage 2 is about the development of ideas, and that evidence would be produced and provided later in the process. He explained his role in the process, including meeting with Southampton and Bournemouth stakeholders. He noted that 1B was far from the final stage of the process, and that members of the public would be consulted within Stage 3. TE1 stated his belief that attendees had been requesting for the baseline to be developed earlier in the process and stated SOU's position that the baseline was required at a certain stage in the process.

TE1 – added that the process of articulation is at Stage 2A and Stage 2B.

A representative of Eastleigh Borough Council – noted TE1's use of the word "consultation", and gave an example of where consultation had not been properly done. She asked when we pass the point where something is positive – and wanted to know that our feedback will be taken into account. He did not want design principles to be viewed as the final word here.

A representative of NATS – noted that the CAA had failed two airports for not consulting sufficiently and noted that the old process – called CAP725 – was less clear and transparent as it did not show all the meetings we've held.

A representative of SOU – noted that when SOU do consult we will be consulting on a range of options – we will show you our preference and how we have assessed them.

A representative of NATS – noted that all engagement is logged, and pointed out the engagement facilitators taking notes.

A representative of CPRE – noted that if stakeholders are faced with a premise, they disagree with they should challenge them. CAA need to know if they are challenging them.

TE1 – noted that in that case SOU would need to say whether or not a proposed principle had been included and would need to justify if it had been rejected.

A representative of Wickham Society – queried the meaning of "greater access" in the draft principles on airspace. She asked whether this line needs to be more specific about who greater access is being granted to.

TE1 – clarified that this related to access to controlled airspace for GA.

A representative of Wickham Society – queried whether drones would be included.

TE1 – confirmed that this would probably be the case.

A representative of Wickham Society – stated her belief that drones were a threat and queried how this would be dealt with. She stated her concern with the statement and suggested that it was too broad.

TE1 – stated his belief that this relates to general aviation, but that he was unsure whether this included drones.

TE1 – summarised the feedback he had taken from the session as being the following:

- all methodology and data should be made public;
- assessments to be evidence based;

- stakeholders want to see methodology and data used;
- baselines should be made clearer earlier in the process than CAP1616 mandates;
- SOU should take into account in “in combination effects”, and with BOH and the MOD in particular;
- There needs to be a Lower Airspace Strategy;
- SOU should be more ambitious on the environment principles: should not ‘minimise’ but deliver no net impact;
- There should be no removal of night flight restrictions, but that there doesn’t need to be a design principle on this;
- Remove all “shoulds” and “shalls” from design principles;
- Looking to reduce bottlenecks rather than avoid introducing additional ones;
- Define in airspace who greater access applies to;

TE1 – then read out the amendments to the design principles proposed by the group at the first Follow-Up Workshop on 19<sup>th</sup> July.

TE1 – closed the workshop, noting that all principles and notes would be brought together and made available by the end of August.

A representative of BECG – outlined the ways in which attendees could provide feedback.

A representative of Southampton Common and Parks Protection Society – requested that all attendees to be notified when the runway extension DCO was submitted.

A representative of Eastleigh Borough Council – noted that the process would be as standard for the application.

A representative of BECG – stated that attendees would indeed be notified when the DCO was submitted, and stated for clarity that this was separate from the ACP.

The agreed amendments to design principles based on this workshop were as follows:

Amended Principles:

- Additional: SOU’s airspace options to take into account in combination effects of neighbouring airports.
- Environment – ensure the airspace change has no net degradation in environmental performance.
- Delete night flight restrictions
- ALL principles remove shalls and should.
- Safety 2 – avoid introducing additional complexity and reduce bottlenecks in both the network and Class G airspace.
- Airspace – should not increase the overall volume of controlled airspace. Where an increase is required, it should be accompanied by measures that offer greater access to general aviation and not increase segregation.

**Glossary**

<b><u>ACP</u></b>	Airspace Change Proposal / Process
<b><u>AGS</u></b>	AGS Airports Ltd
<b><u>ANSP</u></b>	Air Navigation Service Provider
<b><u>ATC</u></b>	Air Traffic Controller
<b><u>ATM</u></b>	Air Traffic Management
<b><u>ATZ</u></b>	Aerodrome Traffic Zone
<b><u>BOH</u></b>	Bournemouth Airport
<b><u>CA</u></b>	Civil Aviation
<b><u>CAA</u></b>	Civil Aviation Authority
<b><u>CTA</u></b>	Control Areas
<b><u>DME</u></b>	Distance Measuring Equipment
<b><u>EC</u></b>	Electronic Conspicuity
<b><u>GA</u></b>	General Aviation
<b><u>GBAS</u></b>	Ground Based Augmentation System
<b><u>GBN</u></b>	Ground Based Navigation
<b><u>GNSS</u></b>	Global Navigation Satellite System
<b><u>GPS</u></b>	Global Position System
<b><u>ILS/MLS</u></b>	Instrument/Microwave Landing System
<b><u>IOW</u></b>	Isle of Wight
<b><u>IRT</u></b>	Instrument Range Testing/Test(s)
<b><u>LARS</u></b>	Lower Airspace Radar Service
<b><u>MATZ</u></b>	Military Aerodrome Traffic Zone
<b><u>NATS</u></b>	National Air Traffic Services
<b><u>NAVAIDs</u></b>	Ground-based navigational aids
<b><u>NDB</u></b>	Non-Directional Beacon
<b><u>PBN</u></b>	Performance-based navigation
<b><u>SON</u></b>	Statement of Need
<b><u>SOU</u></b>	Southampton Airport
<b><u>UHF</u></b>	Ultra-High Frequency
<b><u>VFR/IFR</u></b>	Visual Flight Rules/Instrument Flight Rules
<b><u>VOR</u></b>	VHF (Very High Frequency) Omni-Directional Range (VOR)

# **Supporting Documentation Reference 7**

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## **Document Overview**

This document is an overview of a Follow-up Workshop held with a mix of Aviation, Local Government and Business, and Community and Interest stakeholders on Tuesday 23<sup>rd</sup> July regarding the development of design principles for a change in Southampton Airport's airspace change proposal.

Please note that all conversation was summarised in the interests of transparency, although not everything stated by attendees was always applicable to Southampton Airport, the ACP or the Design Principles.

## **Workshop objectives**

The objectives of the workshops were to:

- Increase awareness and understanding among participants about the need for airspace change and of the process for bringing it about.
- Offer clarification on points raised in feedback at the previous three design principles workshops on 27<sup>th</sup> June and 1<sup>st</sup> July.
- Provide a summary of the feedback received during the first three design principles workshops, from the feedback received in writing in response to these, and from the Focus Groups held.
- Explain the initial design principles statements that we have developed based on the feedback received so far.
- Gather feedback from stakeholders in response to these draft statements, with the aim of refining the design principles for submission to the CAA.

### **Attendees representing Southampton Airport**

#### SOU attendees

- Employee 1: provided a brief overview of the Southampton Airport Master Plan at the beginning of the presentation, to address a request for clarification made by stakeholders at the initial workshops. He latterly provided additional information to stakeholders' questions where necessary, both in response to the presentation and when matters arose that required SOU input during the design theme discussions.
- Employee 2: observed the session and provided additional information in response to stakeholders' questions, where necessary.
- Employee 3: observed the session and provided additional information in response to stakeholders' questions, where necessary.

#### Trax attendees

- Trax Employee 1: led the presentation throughout the workshop; walking stakeholders through the points of clarification which emerged from initial workshop feedback; summarising the feedback received in response to the first airspace design principles workshops; presenting the feedback from the focus groups, held in addition; providing a recap of the need for Airspace Modernisation; outlining the proposed design principles which had been formulated in response to all feedback received; and seeking feedback from stakeholders in response to these draft principles.
- Trax Employee 2: observed the workshop and provided additional information to stakeholders' questions, where necessary.

#### BECG attendees

- BECG Attendee 1: facilitated the room discussion and ensured that all key objectives were met throughout the session.
- BECG Attendee 2: minuted the feedback.
- BECG Attendee 3: minuted the feedback.

**List of Attendees**

<b>Stakeholders Representing Organisations</b>
Eastleigh Borough Council (Southampton Airport Consultative Committee)
Eastleigh Borough Council (Southampton Airport Consultative Committee)
CPRE Hampshire
Bishopstoke Parish Council
Lasham Gliding Society
Lasham Gliding Society
Wickham Society
Xclusive Jets
Bath, Wiltshire, and North Dorset Gliding Club and British Gliding Association
Goodwood Aero Club
Southampton Common and Parks Protection Society
NATS
Hampshire County Council
Airspace Change Organising Group (OBSERVER)
Airspace Change Organising Group (OBSERVER)
Dorset Gliding Club
Dorset Gliding Club



## Notes from the Workshop

### Minutes of Previous Workshops

Each stakeholder in present had received a copy of the external minutes of the initial design principles workshop relevant to their stakeholder type, whether or not they had personally attended. As such, Aviation stakeholders received the external report on the Aviation Workshop on 27<sup>th</sup> June; Community and Interest stakeholders received the external report on the Community and Interest Workshop on 1<sup>st</sup> July; and the Local Government and Business stakeholders received the external report on the Local Government and Business Workshop on 1<sup>st</sup> July.

Trax Attendee 1 (TE1) – gave the attendees present at this Follow-Up Workshop an opportunity to comment on the contents of the minutes they had each received.

A representative of Lasham Gliding Society suggested that he had not received a copy of the internal report from the initial Aviation Workshop on 27<sup>th</sup> June.

A representative of Dorset Gliding Club suggested that she had not received a copy of the internal report from the initial Aviation Workshop on 27<sup>th</sup> June.

An employee of BECG stated that she would investigate this for both Lasham Gliding Society and Dorset Gliding Club.

*BECG's communications records indicate that both representatives of Lasham Gliding Society were sent a copy of the minutes from the initial Aviation workshop on 10<sup>th</sup> July, on the basis that two of their colleagues had previously been sent communications for the Club. A copy of the minutes for this workshop were subsequently sent out to the Lasham Gliding Society's direct email addresses at 3.35pm on 23<sup>rd</sup> July, for the avoidance of any doubt. It was agreed that their direct emails would be included for future communications with Lasham Gliding Society.*

*BECG's communications records indicate that while an email was sent out to three representatives of Dorset Gliding Club with the minutes of 27<sup>th</sup> June's initial Aviation Workshop on 10<sup>th</sup> July, this was not received by one of these representatives owing to a typographical error in the email address held for her. This having been established, an email containing the report of the initial Aviation Workshop was sent to these three representatives at 3.59pm on 23<sup>rd</sup> July.*

As no further issues or questions were raised in relation to the minutes of the three initial Airspace Design Principles Workshops (held on 27<sup>th</sup> June and 1<sup>st</sup> July), TE1 moved on to the next section of the presentation.

### **Clarification Questions**

TE1 – then provided a recap of the questions and points of clarification which emerged from the initial three workshops. As part of this section, TE1 outlined the regulatory requirements on SOU, including (EU) 2018/1048.

TE1 – also explained the reason for the ACP was not predicated on (EU) 2018/1048 but FASI-S and the requirements for airspace to be modified to a PBN standard. As part of this, TE1 explained the (EU) 2018/1048 requirement for implementation of PBN for arrivals and departures by 2024 and the need to remove conventional navigation by 2030.

A representative of Lasham Gliding Society – enquired about the Airspace Modernisation Strategy (AMS), seeking more information on what this mandates SOU to do, especially how it relates to the delivery of PBN and implementing rules.

TE1 – replied that there are 15 objectives to the AMS, most of which are linked to EU regulations. He further noted that there are a number of different implementing rules, including the Pilot Common Project, which does not apply to SOU. He clarified that while the AMS links to these rules, the AMS itself has been prompted by FASI-S, before adding that there is no legal requirement anywhere for SOU to implement additional routes for arrivals and departure – rather, SOU are obliged to upgrade one of their arrival and one of their departure routes to PBN specifications as well as an RNP APCH to Runway 20 (LNAV, LNAV/VNAV and LPV).

A representative of Dorset Gliding Club – asked whether all arrival and departure routes out of SOU need to be modernised to PBN.

TE1 – clarified that there only needs to be one route to at least RNAV1 PBN specification to/from each end of the runway and there is no legal requirement for additional SIDs/STARs or Controlled Airspace.

TE1 – added that FASI-S requires a PBN systematised airspace environment and includes a requirement to remove reliance on conventional navigation by 2030. The ACP is expected to meet both of these.

A representative of New Forest District Council – asked PBN means / stands for?

TE1 – replied that this stands for Performance-Based Navigation, or ‘sat nav’ for planes, and that it allowed for highly accurate flight with less pilot intervention. He explained that this contrasts to today where most procedures use conventional navigation and require controllers to manually intervene very frequently.

TE1 – noted, however, that PBN does mean that routes will be concentrated, and that from a community perspective this means that Design Principles tend to relate to mitigations of this.

A representative of Dorset Gliding Club – stated that SOU and BOH airspace expanded to roughly Wareham and asked if there was a requirement for Class D airspace in a route from Exeter. She explained that at the moment they have many planes coming around airspace – which may be Class D – Is there a regulation for more Class D? People coming in from Class G from Exeter or BOH are 3,000 feet above us – sometimes even 2,000 feet – and we winch at 2,000 feet.

TE1 – explained that while instrument flight procedures should be contained within controlled airspace, there is no requirement to expand controlled airspace. He explained that there was some requirement

to implement controlled airspace for some aerodromes but that this did not apply to SOU. He added that for SOU there is no requirement to expand airspace.

A representative of Dorset Gliding Club – asked if there was a desire to expand to the West.

TE1 – said that this is not a question he can answer as it would relate to BOH's ACP.

A representative of Lasham Gliding Society – asked whether TE1 could say more about CAA policy changes due next year. He explained that there will be a CAA policy change next year and asked what its impact would be on this process.

TE1 – said that he was not aware of any planned policy change next year but was able to outline a number of potential changes which may take place. He noted that DfT may be planning to change legislation next year to force airports to start their airspace change plans.

A representative of NATS – said that there was a proposal for new legislation to go before Parliament next year, which could come into place in 2021+, but was not detailed in this answer.

A representative of ACOG – explained that there was some proposed draft legislation for Autumn 2020 but that this was a long way off.

A representative of Lasham Gliding Society – asked if this was the primary supporting legislation for FASI-S, requiring ACPs.

A representative of ACOG – replied that this is the case as far as he was aware.

TE1 – explained the process of design principle development and options appraisal. He explained that baselines would be developed in Stage 2B of the ACP, which was not likely to take place until quarter 2 or 3 of next year.

TE1 – invited a representative of Southampton Airport to outline current ATC issues faced by SOU.

A representative of SOU – introduced himself and noted that he had spoken to the ATC team at SOU. They mentioned to him that one potential solution to their issues would be to exploit technology, such as mandating transponders or electronic conspicuity. In addition, he explained that SOU could introduce procedurally deconflicted routes, which could have the benefits of reducing workload, reducing continuous monitoring from the controllers, a safer process with less segregation.

A representative of SOU – noted that in some cases GA traffic may be delayed. He also noted that SOU does not have a PBN route or sufficient controlled airspace, and that people living in Winchester are being overflown twice as a result, and that SOU would be attempting to alleviate the need for an orbit around Winchester if possible.

TE1 – clarified this point, noting that incoming flights coming from the north overfly Southampton, then Winchester, and that this is controlled manually by ATC. He said that this requires high radio workload and this takes place within tight controlled airspace boundaries. He noted that if SOU had a PBN approach this could lower controller workload, which could free up free up time for ATC to work with GA traffic to provide ATSOCAS.

A representative of CPRE Hampshire – noted that there are here today the airport experts and technical experts, but that there are also representatives from a non-technical background, including

environmental people, who are concerned about the impact, and people who know what the community want. He said that community members wanted to know who would make the decisions; whether there will be changes to flight paths; and what impact this could have on ordinary people on the ground. Could the experts remember this? People here may be naïve about the technology but are very concerned by impact – that's what people from the environment and community wanted to know about. He then asked TE1 to address these issues.

TE1 – replied that the issues he raised would be addressed in the overview of feedback in due course, following the explanation of technical issues.

### **Master Plan Slides**

A representative of SOU – presented an overview of the SOU Master Plan. He noted that some of the feedback from groups was that there was a blurring and misunderstanding of the difference between the Master Plan and the ACP. He noted that while the Master Plan and the ACP are completely separate, and should be treated as such, he acknowledged that there is some overlap between the two, since ground operations are necessarily affected by airspace. That said, he emphasised that the processes for determining the Master Plan and ACP are different and that the documents online are separate.

A representative of SOU – said that he wanted to share some of the headline features of the Master Plan to the group, presenting SOU's assessment of its future ATMs, increasing from the 39,300 ATMs in 2017 to 57,800 in 2037, saying that these are what SOU understand to be the demand in the region and what we feel we can deliver.

A representative of SOU – noted that the number of ATMs obviously impacts what SOU need in the sky and that the desire to increase ATMs would impact the ACP, as provision needed to be made for these. He added that passenger number growth in-line with the Master Plan is less relevant to airspace than it is to ground infrastructure.

A representative of SOU - requested that feedback on the Master Plan be await on the Development Consent Order (DCO).

A representative of SOU – added that there will be no requirement for night flights within the Master Plan and that all development would be contained within the existing site boundary.

A representative of Dorset Gliding Club – asked if there were ATM figures for 2008, and noted that they were higher in 2008 than 2017, and asked if these figures were available. He wondered how these numbers relate to proposed ATMs in 2037.

A representative of SOU – noted that these figures were not available at present but could be provided later.

A representative of Dorset Gliding Club – noted that the numbers were highly relevant. He noted that SOU seemed to desire an increase in airspace capacity as a result of its desire to increase ATMs, yet everyone should be aware that in the past a higher number of ATMs had been accommodated within the same airspace.

A representative of SOU – noted that the capacity question was not present yet.

A representative of Lasham Gliding Society – stated that there has been a 20% drop in ATMs from 2008 to 2018 and that there had been a significant reduction in the forecast of ATMs, stating that in 2006 the forecast made for 2030 was 93,000 ATMs. He therefore disagreed with the requirement for more airspace capacity.

A representative of Lasham Gliding Society – argued that on this basis it can be seen that no airspace change is required to support the projected movements from the Master Plan.

TE1 – said that it was not yet clear whether an increase in ATMs would require airspace change to support it but suggested that it would not be a shock to him if it did not. He added that the runway extension proposed by the Master Plan would need to be made, but that an increase in movements from 110 to 155 movements per day on average is not monumental.

A representative of Lasham Gliding Society – stated that at Lasham Gliding Society they have 64,000 movements per year and that SOU's number of ATMs are not large for the current airspace.

TE1 – stated that there had been approximately 45,000 ATMs in 2008. He reiterated that the driver for airspace change is not the Master Plan, but that the future airspace design should not constrain the forecasts within the Master Plan.

A representative of NATS – noted that while there is no capacity constraint at SOU, there is a capacity issue in South East England. He noted that PBN is an EU mandate – which provides for safer, cleaner, quieter transport – and caters for significant benefits within the South East England. He stressed that this ACP is part of the FASI-S process, and that it must therefore be considered in this context – where you have another 16 airports and perhaps the most congested airspace in the world – it's important that we understand this.

A representative of Eastleigh Borough Council – noted that even with the comments made about why the ACP is needed, we need to consider the environmental side of airspace change, such as potential to bring down fuel costs and reduce the areas overflown – the environmental side must not be forgotten.

A representative of SOU – agreed with this point and emphasised that the Master Plan is also about the sustainable development of SOU, and that environmental aspects are key to this.

A representative of SOU – then outlined SOU's plans for Future Airport Development providing an outline of the airport's potential future development. He introduced the runway extension for which a DCO would likely be submitted to Eastleigh Borough Council within a month. He showed an artist's impression of what may be possible in 2037, though these would not constitute part of the DCO.

TE1 – emphasised that thresholds at either end of the runway would remain the same despite the extension, therefore approaches would not be affected.

A representative of Eastleigh Borough Council – queried the potential for a tunnel under the runway to link the aprons at the bottom and top of the artist's impression.

A representative of SOU – agreed to talk to the representative of Eastleigh Borough Council about this further after the workshop, noting that this was not part of the ACP.

A representative of CPRE – was not happy with this answer, suggesting that the representative of SOU and TE1 can't or won't give answers to questions relating to the Master Plan.

A representative from SOU – stated that he was happy to answer questions, but separately from the ACP workshop, as it related to the DCO. He added that he would be happy to answer questions afterwards.

TE1 – returned to the presentation. He noted that the relevant element of the Master Plan is the number of movements that the airspace needs to accommodate, as well as the types of aircraft. He noted that this runway extension will allow more frequent use of larger types of aircraft.

A representative of the Wickham Society – asked what the reasoning is behind the runway extension if the use will remain the same.

A representative of SOU – responded that it was to facilitate different types of aircraft at SOU, and that it related to SOU's anticipation of its future, in order to facilitate greater numbers of certain aircraft at the airport. He added that most of SOU's fleet is turbo-prop and that an extension would allow SOU to accommodate larger aircraft – SOU think that these plans give us what we need for more A320 and B737 aircraft to use the airport – and to give airlines the ability to fly to more distant destinations. These would be the same types of large aircraft already using the airport, but more frequently.

TE1 – noted that an increase in the number of larger types of aircraft using the airport is something they need to consider for the ACP, including because of their environmental impact.

A representative of Hampshire County Council – noted that she is the environment lead among politicians on Hampshire County Council. She requested clarification on the planning applications will be submitted – she thought there might be planning applications for both the ACP and Master Plan.

A representative of SOU – clarified that the process for the implementing the Master Plan will be through an application to Eastleigh Borough Council, with consultations on the ground infrastructure changes. He added that the ACP would not be a planning application, but was part of FASI-S.

TE1 – clarified that the ACP will go through the CAA.

A representative of Hampshire County Council – asked whether local authorities will be invited to comment on the ACP, citing the case of the Farnborough Airport, where she suggested that local authorities did not have a chance to comment on its ACP.

TE1 – Advised that LAs will most certainly be invited to comment and indeed that was why they had been invited today, to engage at the very start of the process.

A representative of Hampshire County Council – requested clarification about the timelines for a decision on the ACP and its implementation.

A representative of SOU – noted that the DCO would be submitted in August to Eastleigh Borough Council.

TE1 – noted that the earliest that the ACP would be submitted would be around 2021/22, with implementation around 2023/2024. He mentioned that there is dependency on the airspace changes for other FASI-S airports, and that this timescale could move.

A representative of Hampshire County Council – sought clarification about if the Winchester Loop might end.

TE1 – noted that this could not be guaranteed and would relate to the timescales and options of the ACP.

A representative of CPRE – noted that members of the public will take the view that extending the runway extension will mean more movements.

A representative of SOU – clarified that they were indeed suggesting that there would be an increase in movements; with the runway extension SOU could go from 2 million to 5 million passengers, given more movements and larger aircraft.

### **Re-Cap of Airspace Change Process**

TE1 – introduced the themes which had been considered at previous workshops. He presented a recap of FASI-S, and the ACPs which were taking place throughout the UK. He noted that while each airport was responsible for its own ACP, ACOG was working to ensure that they were complementary. He noted that all 16 FASI-S airports except Bournemouth (BOH) had begun their processes. He further explained the role of NATS in this, noting that they are responsible for all airspace above 7,000 feet.

TE1 – further explained that the process of co-ordinating the process of airspace change across 16 airports is extremely complicated, and that as such the timelines are fluid.

TE1 – introduced SOU's ACP, and the constraints and opportunities this presented, including the meeting of growing demand; the potential for improving precision and flexibility; and the potential for development of airspace at lower altitudes, including the potential for changes to controlled airspace boundaries. He explained that there was a desire to not increase controlled airspace, and that any increase would aim to be mitigated.

TE1 – noted that controlled airspace is generally managed by air traffic – and that as a general rule if airspace grows to accommodate commercial planes, it has the potential to squeeze uncontrolled airspace and limit GA traffic. He added that it is industry intention not to increase controlled airspace but on the one hand, PBN can enable continuous climb and descent and free up more CAS further from the airport, while on the other hand, PBN may require more controlled airspace in the lateral dimensions at lower level where large turns are required.

TE1 – introduced the regulatory airspace change process and introduced the process of developing design principles. He noted that all principles, when further developed during this session, would be shown again to the attendees present, and that feedback would be requested. He summarised the process, including the CAA's approval of draft consultation material, and that consultation would include options, including SOU's preferred options. He noted that there is a requirement to address consultation feedback, and that SOU may be required to re-consult on its options if the changes made are significant and result in a change to the impacts described in the previous consultation. He noted that designs would then be reviewed and submitted to the CAA for approval. He noted that this process would culminate in an implementation period and a post-implementation review, 1 year later.

TE1 – noted that the design principles were a framework, governed by overarching policy which absolutely must be met. He noted that options would aim to be designed to meet the principles. He noted that principles could contradict each other, and that option development would aim to meet the standards of the principles. In short, he said, while there is no magic airspace design which will meet

everyone's needs – it's about finding an option which will meet/balance as many of the principles as possible whilst adhering to policy.

### **Points raised regarding Feedback Theme of Safety**

TE1 – presented a summary of the feedback received on the theme of safety. He explained the summarised feedback in greater depth: the need for boundaries to align within VFR reporting points; the need to avoid pinch points; the factors relating to NavAid removal; the proximity of roads and schools; and the importance of nature and environmental considerations. He noted the importance of managing unauthorised airspace infringements.

TE1 – drew a number of points out verbally: that in the feedback a lot of pilots said that they are currently using NavAids to stay clear of controlled airspace, and that as such there were requests not to get rid of all of the NavAids to maximise ANSP efficiency– but to keep some redundancy in the system for GA aircraft to stay out of controlled airspace.

TE1 – noted that safety was perhaps the simplest theme, and there was agreement in the room that airspace must be safe.

A representative of Bishopstoke Parish Council – noted that security was a key issue in the discussions he had at the last workshop he attended on 1<sup>st</sup> July. Not so much security of passengers, but a concern regarding alleged new technology which is not proven well enough to be used. He cited the example of the Boeing aircraft which have crashed recently. He explained that he works for a company which tends not to use things designed yesterday, but stuff which was designed within the last 10 years.

TE1 – replied that this feedback would be considered under the theme of technology, but also noted that PBN is not new technology. He said that it has been around for over 10 years. He said that although you are right to say that it relies on satellites there is a requirement for redundancy as part of the process, and that SOU must demonstrate to the regulator that it would be sufficiently secure and reliable.

A representative of NATS – noted that the possibility of the failure of the GPS system was a front-and-centre issue for the government at the moment. He added that you will have to have a minimum operational system to fall-back on – so there will be a number of NavAids – and there are a number of discussion ongoing regarding Galileo.

TE1 – noted that if there was a GPS failure, there would be bigger issues than ATC.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – noted that the presentation was important but said that this was an extremely high level overview.

TE1 – clarified that the presentation section on feedback is a high-level summary of the feedback.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – argued that this is an important document because it is the beginning of SOU's synthesis of feedback received and the beginning of SOU's principle development process, and it was important not to gloss over it or rush through it.

TE1 – replied that we will show the draft principles later which we think cover this concern.

A representative of CPRE – enquired about the safety implications of possible runway extension to the North. He asked whether there would be safety implications regarding the area to the South – he noted



the dispute to the South about Marhill Copse and the trees, and asked if extensions to the North would have similar implications, especially given the potential development area to the North.

TE1 – noted that, yes, there will be a safety assessment of any changes to the runway.

A representative of New Forest District Council – noted that the safeguarding of the tranquillity of the National Parks does not seem to be on the list.

TE1 – noted that this is picked up on the feedback section regarding noise.

A representative of Lasham Gliding Society – noted that the summary of the feedback in this presentation seems to be extremely high-level and that he did not recognise some of Lasham's points within the summary provided. He then enquired about what would be the output of the session.

A representative of Lasham Gliding Society – added that he did not recognise in the presentation feedback summary thus far some of the points that Lasham had made in their feedback to the first workshop, noting as an example that Lasham do not want chokepoints in Class G airspace to be created or exacerbated. He stated not to see a carrying forward of the specific to the general. There was a general agreement among stakeholders on this point.

TE1 – replied that the output of this workshop will be a report of the minutes of the workshop and any proposed changes to the draft design principles. He replied that Lasham's feedback is reflected later in the presentation. He continued by saying that all feedback received will be submitted to the CAA and published publicly on their portal. He asked both representatives of Lasham Gliding Society to hold that point as we walk you through the feedback summary and asked for further comment from them if they feel something specific has not been addressed later on in the presentation.

A representative of Lasham Gliding Society – claimed that in order to get a summary onto one slide Trax have generalised to the point that it is hard to see that our inputs have not been taken into account.

TE1 – replied that this is one of the drawbacks of a presentation. Slides are intended to guide the conversation and all feedback received had informed the summary on the slides at this stage. He noted that when the principles were presented at the end, it would be possible for attendants to feedback on these and at that point, and that if feedback had been missed, it should be raised again.

### **Points raised regarding Feedback Theme of Flight Efficiency and Performance**

TE1 – introduced the feedback relating to this theme, as outlined on the PowerPoint. He noted that airports historically proposed airspace change to improve their efficiency, and that other aviation stakeholders had provided feedback to suggest that this could have negative implications for their own efficiency. He noted that this could also have implications for noise.

TE1 – he noted as part of this feedback summary that local government stakeholders considered emissions to be as important as aircraft noise.

A representative of Hampshire County Council – replied to this point by noting that many local authorities surrounding SOU had declared climate emergencies in recent weeks – asking how this squares with SOU's ACP plans. She declared herself surprised at the seeming low priority given to carbon emissions and environmental considerations. She noted that this would be the major point of

pushback on planning applications at the moment. She continued by saying that there seems to be a low commitment to climate neutrality in this feedback – it's not hitting her as a high priority in this list.

A representative of Eastleigh Borough Council – agreed with a representative of Hampshire County Council that environment and air quality and the environment should be at the top of the political agenda at local level and even more so at national level. He stated that this is a high priority for the government regardless of the ACP process.

TE1 – noted that this feedback would be taken onboard and clarified that there were different environmental considerations given priority at different altitudes. He noted that the PowerPoint was not listing items in priority order, but that CAP1616 had been developed with the impact on communities in mind. Specifically, he noted that noise is a specific priority below 4,000ft.

A representative of CPRE – noted that noise and CO<sub>2</sub> are not contradictory and need to be considered together.

TE1 – stated his agreement with this and noted that he had simply been reciting government altitude-based priorities, which say that noise is a priority below 4,000 feet.

A representative of CPRE – explained that there is a government air quality strategy that has recently been produced, and that it had recently been revised.

TE1 – asked for clarity, as he believed that this was something that had been brought up at a previous workshop.

A representative of CPRE – stated that it was the revised government air strategy 2019 – and that it was about time that the aviation industry took account of it.

A representative of Wickham Society – noted that she was surprised that the community section of the flight efficiency feedback summary does not include a point about noise, and that she felt it must be captured. She mentioned that at the last workshop she went to last time there was a teacher who couldn't open her windows because of flights going over. She feels noise needs to be captured more.

TE1 – confirmed that noise will be considered in a later feedback summary.

### **Points raised regarding Feedback Theme of Capacity**

TE1 – introduced the feedback received on the theme of capacity, as shown on the PowerPoint. He noted that many airports' Master Plans were more ambitious than SOU's, with much larger forecasts.

TE1 – observed while outlining this feedback that SOU has rather a lot of cancellations and diversions at present.

TE1 – noted that PBN had pros and cons, and that it must be smartly applied.

TE1 – noted the disbenefits of operating at maximum capacity.

TE1 – noted that he had provided earlier clarification on the different applications and processes which SOU would be undertaking (relating to the DCO and the ACP).

TE1 – noted that a cost-benefit analysis would be undertaken as part of the ACP.

A representative of Lasham Gliding Society – asked if this cost-benefit analysis would include any potential impact on general aviation – asking “will you commit to a cost-benefit analysis on GA as part of this”.

TE1 – after some thought said he believed the CBA does include all airports and airspace users, so I believe it would be in there.

A representative of Dorset Gliding Club – argued that airspace designs need to be future-proofed – and that one way of potentially doing that could be to agree what SOU need in terms of current and future capacity, but only implement extra airspace to meet this when the capacity when they are needed – and suggested a phased implementation.

TE1 – suggested that it is potentially possible to use a phased implementation or introduction of airspace change.

A representative of Dorset Gliding Club – asked whether, if phased implementation based on demand was agreed, some airspace change may never be implemented.

TE1 – replied that yes, in principle, this could be the case.

A representative of Dorset Gliding Club – noted that in previous meetings it was mentioned that there is a possibility of turning on and off airspace, which she believes is done in Europe.

TE1 – noted that flexible-use of airspace did exist within the UK, and that airspace at SOU was disestablished when the airport was closed.

A representative of Eastleigh Borough Council – argued that the line relating to ‘future-proofing so further changes are not needed’ goes too far and argued that there needs to be some provision for review within the design principles. She agreed that implementation in tranches or phases would be sensible, but she stressed that provision for review was fundamental.

TE1 – sought to clarify whether he understood the Eastleigh Borough Council representative’s point to be a suggestion that there should be a mechanism for undoing implementation if capacity were no longer needed, and whether there should be a facility for revision of airspace if capacity is not filled.

A representative of Eastleigh Borough Council – nodded in reply to this.

TE1 – explained that Stage 7 of CAP1616 requires a post-implementation review (PIR) that is intended to test the extent to which the expected outcomes and benefits of the airspace change have been realised. In this context, there had been instances in which controlled airspace had been disestablished because the expected traffic levels had not materialised. One example relates to operations at Southend airport, where controlled airspace was disestablished in 1993 (before being re-introduced in 2015). TE1 was not aware of any formal review process after the PIR and considered that this would be a for the CAA or DfT.

A representative of NATS – noted that any organisation could submit an ACP.

### **Points raised regarding Feedback Theme of Noise**

TE1 – presented an introduction of the feedback received regarding the theme of noise, as outlined on the PowerPoint. He noted that noise from GA traffic could increase as a result of changes in controlled airspace. He noted that continuous climb and descent would, in principle, reduce noise. He noted that respite routes may not be possible in the case of SOU, but that SOU was nonetheless required to consider multiple routes including respite routes. He noted that multiple routes could require additional controlled airspace.

A representative of CPRE – queried what SOU's proposal is for its ACP.

TE1 – explained that SOU had not made any proposal yet, but that ACP sponsors were required to consider respite under Air Navigation Guidance 2017.

A representative of CPRE – noted that respite for one must inevitably mean pain for somebody else.

TE1 – confirmed this, and confirmed that SOU had not yet produced any route designs. There are no designs proposed at all at this stage.

A representative of the Southampton Common and Parks Protection Society – noted that he was in the Community and Interest workshop on 1<sup>st</sup> July with a representative of the National Farmers' Union, and that during this meeting he mentioned that poultry can be caused to take fright by certain unexpected noises. He also explained that at this meeting they discussed consideration of amenity areas which are used principally for recreation, such as national parks, AONBs, and green areas in Southampton, such as Southampton Common.

TE1 – explained that there are specific references to tranquillity areas later in the design principles. He added that CAP1616 and/or webTAG makes specific reference to AONBs, SSSIs, and National Parks.

A representative of the Southampton Common and Parks Protection Society – requested that areas where tranquillity is important be specifically added to the design principles under Noise.

TE1 – noted as part of this feedback review that if you implement new routes you will move noise, and that as a result the noise contours will change. He explained that noise contours were assessed based on actual radar data and noted that moving routes would change these. He noted that it was therefore impossible to change routes, ATMs, or aircraft types without altering these contours. He noted that there had been a request to maintain SOU's current noise contours, and that there had been a request to reduce noise pollution.

A representative of New Forest District Council – noted that the Local Government and Business group at the previous workshop did pick up on poultry, yes, but that they had also discussed noise's impact on nature beyond poultry. He said that in this meeting there was a lot of emphasis on National Parks – and that he was surprised this was not more reflected in this feedback summary.

TE1 – explained that there is always a trade-off between routes over National Parks and open spaces or residential areas – adding that generally people want no routes over houses, but also that generally people do not want them over the open spaces they use to find tranquillity. There is no right or wrong answer to this.

A representative of NATS – mentioned that PBN routes provide more options as they give you the ability to accurately fly along particular routes with greater precision – for example you can accurately route

along the length of rivers – Vienna have routes which bend around two villages; in Toronto they go over brownfield sites.

TE1 – noted that there was a suggestion to go over water – which is generally a winner.

### **Points raised regarding Feedback Theme of Technology**

TE1 – presented an introduction of the feedback provided on the theme of Technology, as outlined on the PowerPoint. He noted as part of this overview that new technology could reduce the need for Class D airspace and enable maximum access for general aviation. He also noted that ADS-B came up a lot in previous discussions – which he explained is a type of signal that aircraft can transmit. He said, however, that one of the problems is that, from an ATC perspective, it is currently invisible as technology in control towers is different. He clarified that there are plans afoot to integrate technology, but they have different dates to assess these. He observed that for aircraft owners, ADS-B is normally lighter and cheaper.

A representative of Dorset Gliding Club – queried whether FLARM had been considered.

TE1 – noted that FLARM is non-proprietary and can be switched off at-will and therefore may not be necessarily advantageous.

A representative of Dorset Gliding Club – suggested that FLARM should be considered and should be introduced.

TE1 – stated that it was a non-starter with the CAA.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – was cross that TE1 did not seem to want to record feedback related to FLARM. He suggested that the presentation summary of Technology feedback on the slide did not refer to FLARM – he requested that FLARM is definitely recorded as his preference in the feedback. *This has been recorded in this feedback report.*

TE1 – reminded a representative of Bath, Wiltshire, and North Dorset Gliding Club that the minutes of this meeting will be submitted to the CAA, but that he saw no value in including it in the feedback summaries on the presentation slide because the attitude of the CAA meant that FLARM will not be put forward as enabling ATC surveillance technology by an airport sponsor.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – wondered aloud what else Trax might be ignoring then. He suggested that there was a question of what else was being omitted, as TE1 had the potential to ignore things that are important to the people in this room.

TE1 – stated that feedback was not being deliberately omitted, but that he did not see value in highlighting something around which a principle would not be further developed – and reminded a representative of Bath, Wiltshire, and North Dorset Gliding Club that the reason for this is that FLARM is a non-starter with the CAA in terms of ATC surveillance.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – pointed out that there was a question of who would pay for the kit to deliver electronic conspicuity then.

A representative of Dorset Gliding Club – argued that if there will be a requirement for ADS-B then airports should be paying for it for GA.

A representative of Bath, Wiltshire, and North Dorset Gliding Club – indicated that if we get into the realm of ‘who pays’ for equipment then you get into difficult territory.

A representative of Dorset Gliding Club – said that they are losing their business because of a loss of airspace to Farnborough Airport.

A representative of Lasham Gliding Society pointed out that for PBN RNAV1 SIDs and STARs (PBN ‘procedures’) the normal default (following ICAO and CAA separation policies) is Class D airspace, though exceptionally a lower class may be allowed if safety assessments justify. TE1 was not aware of any specific policy that states Class D airspace is the default for PBN RNAV1 SIDs and STARs but agreed that some form Controlled Airspace is usually required. It was also agreed that historically, Class D had been used for CTR/CTAs. Lasham’s representative proposed that the introduction of new technology which may reduce the requirement for Class D airspace is desirable.

A representative of Lasham Gliding Society – noted that Class D airspace was the default for controlled airspace.

TE1 – stated that there was no formal default, though it had been assumed in the past. He added that there are no regulations to say which Class of airspace to use.

A representative of Lasham Gliding Society – noted that this meant that it was the default in practice. He added that the initial focus for this ACP was first published it referred to talk about separation – and he believes this refers to Class D.

A representative of Lasham Gliding Society – requested clarification from NATS.

A representative of NATS – stated that it was a CAA decision and case-by-case.

A representative of ACOG – interjected that from his recent conversation with the CAA they appear to be changing their stance and moving towards Class E. He said that one of CAA’s principles is to remove controlled airspace as much as possible and mitigate it.

A representative of Lasham Gliding Society – asked if this related specifically to RNAV1.

A representative of ACOG – said that he could not guarantee this – but that he could not count out that for RNAV1 you need Class D.

A representative of ACOG – said that this was not clear.

A representative of Lasham Gliding Society – asked if there was a policy document for this.

A representative of ACOG – stated that there was not yet, and provided additional clarification.

A representative of Lasham Gliding Society – thanked a representative of ACOG for this clarification.

TE1 – returned to the presentation, and highlighted community concerns regarding security, as noted earlier in the workshop.

TE1 – highlighted that GPS technology was not new, but noted that there had previously been issues relating to GPS failure and tampering.

**Points raised regarding Feedback Theme of Resilience**

TE1 – introduced the feedback relating to resilience as outlined on the PowerPoint. He noted that there are concerns about resilience against adverse weather conditions, saying that it doesn't matter how clever your routes are, if there are bad storms, the aircraft will not fly those routes. Thus you need to investigate ways to make routes resilient to weather.

TE1 – noted that there was a desire for resilience not to be prioritised over safety in the feedback.

TE1 – noted the need to consider both present and future policy while considering this feedback.

TE1 – He noted the importance of airspace infringements and noted the existence of mechanisms for taking action against infringement. He noted that SOU received a large number of infringements due to the complexity of its airspace.

TE1 – noted the importance of considering expansions in controlled airspace elsewhere, and the constraints this could place on GA.

**Points raised regarding Feedback Theme of Integration**

TE1 – introduced the feedback relating to resilience as outlined on the PowerPoint. He highlighted here that attendees previously noted that SOU and BOH are very close together.

TE1 – highlighted that from a community and airspace perspective concerns were raised that air-grabbing by other airports would mean there is not enough for others. If SOU were to grow, for example, it might restrict general aviation.

TE1 – highlighted that you don't necessarily need multiple routes for respite, as you could just restrict their use during times of day to share this. He stated that a concern was raised about separating aircraft – some people said keep planes apart with as much controlled airspace as possible – not to say that we are having as principle.

### **Points raised regarding Draft Design Principles**

TE1 – began the session on the Draft Design Principles by explaining that these are the general principles – overall principles – that Trax will seek to achieve through the airspace design. He noted that they are not the be-all and end-all, and that some of them can contradict.

TE1 – then outlined the Air Navigation Guidance and Noise Policy Statement for England. He noted that airspace sponsor must meet these as part of the ACP, regardless of principles.

A representative of Dorset Gliding Club – argued that there is very little to suggest that plans must be implemented with FASI – and specifically with BOH’s plans – which is our neighbour; and as such where most of the cross-over work will need to be.

TE1 – argued that the CAA would consider the extent to which all ACPs had accounted for each other. He mentioned that Trax and SOU had spoken to BOH and that we know we need to take account of BOH, noting that with all airports we need to show that we have taken account of all surrounding airfields and airports.

TE1 – observed on this point that the aviation industry has been asking whether airports with airspace dependencies on each other can go through Stage 2 separately, or whether they can only process together, and that this question has not yet been answered by the CAA.

A representative of Dorset Gliding Club – requested that this lack of certainty be reflected in the design principles

TE1 – confirmed that this broad point can be reflect in your feedback, but he questioned whether it is a design principle as such.

A representative of Dorset Gliding Club – suggested that it should be a principle and written down as things which are a “given” generally get forgotten.

A representative of New Forest District Council – referred back to the earlier conversation regarding co-operation between airports and suggested that SOU consider “in combination effects” as part of their design principles when assessing impact – and that BOH should be considered in this regard.

A representative of New Forest District Council – added that this should be a “must” – that SOU “must” consider these in combination effects.

A representative of SOU – suggested that it could be added to the mandatory list.

TE1 – noted that this was a good suggestion for the principles as well and noted it down.

A representative of Southampton Common and Parks Protection Society – raised a question about whether other, e.g. MOD, airports would be included.

TE1 – stated that underpinning the whole process is the need to show that it is safe and feasible to implement this ACP, explaining that SOU would have to demonstrate that the effects, including cumulative effects.

TE1 – noted that the MOD are a statutory consultee for all ACPs.



TE1 – suggested the principle “shall take into account the effects of all neighbouring airports and \_\_\_\_”.

A representative of Southampton Common and Parks Protection Society – interrupted him and suggested that all military aircraft need to be included here. He then said that in a worst-case scenario a military jet has to escort aircraft, noting that they need access and you may not know where they are coming from.

A representative of NATS – cited the example recently of two tornadoes just turning up and advised that at this stage the group not focus on this granular detail but focus on general principles.

A representative of Southampton Common and Parks Protection Society – then noted that the other issue to consider with the military are those areas of RAF airspace which are not currently in use or not used often.

TE1 – noted that the MOD had a great deal of influence over airspace – describing them as a significant stakeholder – and that he was confident that MOD operations were covered in SOU’s ACP.

A representative of Hampshire County Council – noted the planning term “duty to cooperate” could be the best language to use in a potential principle on how the airports’ combined changes affect noise.

A representative of NATS – noted that the problem with CAP1616 was that it deals with airports in the singular but there is a need to take into account cumulative effects. He clarified that while the CAA obliges airports to consider cumulative effects but they do not assess airports in that way.

A representative of Lasham Gliding Society – noted that there is no lower airspace strategy against which this had been designed, and that such a strategy would be highly beneficial and should therefore be a prerequisite for how these would be designed. We need a lower-airspace strategy.

TE1 – noted the previous contribution from a representative of Airspace-4-All regarding a lower airspace strategy. He made a note that there may be a need for a UK lower airspace strategy but noted that this was not SOU’s role and that it would not be a design principle.

A representative of Lasham Gliding Society – agreed, stating that it was a CAA responsibility. He noted that redesigning airspace required a lower airspace strategy. He queried whether, if a lower airspace strategy did exist, TE1 could provide this.

TE1 – agreed to do this.

A representative of Lasham Gliding Society – added, furthermore, that the CAA need to produce this lower-airspace strategy and that one of the reasons for this major redesign is that lower airspace has developed as a patchwork quilt.

A representative of Hampshire County Council – asked whether SOU would be brave and change “should” and “minimise” in environmental principles to “will” and “negate”, to ensure that there will be no total environmental impact.

A representative of Southampton Common and Parks Protection Society – pointed out that he agreed, and that the wording of “minimise” indicated that the ACP would cause a net increase.

A representative of Hampshire County Council – added that the principles need to refer to zero impact on the environment.

A representative of Southampton Common and Parks Protection Society – argued that there should be incentives in the principles to ensure that airlines have no net increases in noise and emissions.

A representative of Hampshire County Council – noted that TAG Farnborough is carbon-neutral as of 2018 due to its massive offsetting programme, noting that invest in LEDs, solar panels, tree planting across Hampshire. She asked whether SOU does any carbon offsetting and indicated that this is something that they will be looking at in its applications.

A representative of Hampshire County Council – added that “should” and “minimise” are woolly words and that you need to be more aspirational in the principles.

TE1 – stated that any carbon neutrality commitment would relate to the airport as a whole, not the ACP.

A representative of Hampshire County Council – stated that SOU should be more aspirational in its approach and should take a serious view of carbon neutrality.

A representative of Eastleigh Borough Council – argued that the biggest issue which needs strengthening in the principles is that regarding environment and air quality.

A representative of Eastleigh Borough Council – added that the final draft principle regarding noise and operating hours must not change, noting that SOU had never requested an extension of its operating hours; that its masterplan did not include this; and that this would not be approved by the local community and authorities anyway, regardless of any design principles included. He stated that this was extremely key to the local community’s acceptance of the airport.

TE1 – confirmed that this had been highlighted by the previous group, but that it is a planning issue, rather than an ACP issue.

A representative of Dorset Gliding Club – argued that, on safety, “should avoid bottlenecks” should read “must”.

A representative of NATS – queried whether use of “must” is too much of a solution rather than a principle.

TE1 – stated that “must” was acceptable within a principle.

A representative of the Wickham Society – suggested that you could remove “must”, “shall”, and “should” from all draft design principle statements.

A representative of Dorset Gliding Club – also stated that a principle should include a reduction in controlled airspace, not simply that SOU should avoid expanding its controlled airspace. She also asked whether the noise principle relating to sharing of the burden related to the expansion of route numbers, or whether this related to sharing with existing routes.

TE1 – noted that communities in general were keen for burden to be shared, and explained that the principle instead related to the sharing of burden within routes which are developed.

A representative of CPRE – stated that he was surprised to hear that local communities supported burden-sharing and queried how this conclusion had been reached. He asked whether SOU had done a consultation to find out whether people wanted to share noise.

TE1 – indicated that SOU have undertaken a public focus group in addition to these workshops which found that while noise is not terribly important for them in general, it does matter when it is over them.

TE1 – added that in many ACPs we are finding that people say it is not fair to concentrate. He asked a representative of CPRE whether he takes a different view, adding that Air Navigation Guidance obliged SOU to consider multiple routes.

A representative of CPRE – noted that as far as SOU is concerned, most of the people concerned came to live there knowing there was an airport, whereas most people not currently affected came to live there because there was no noise. He argued that what Trax say regarding sharing noise is controversial and that SOU should avoid making assumptions.

TE1 – asked whether, as a group, they feel strongly about noise sharing and/or a fair and equitable share of traffic.

A representative of the Southampton Common and Parks Protection Society – raised what he called a related point regarding technology to facilitate aircraft climb gradients. He noted that while this would deliver continuous ascents, rather than stepped ascents, this would change the pitch of noise.

TE1 – added that continuous climb would produce less noise on the whole, and that would allow planes to climb higher, faster. However, he explained, if planes climbed faster, sooner, it can increase noise closer to the airport, to the benefit of those farther away from the airport.

A representative of the Southampton Common and Parks Protection Society – observed that this would lead to more noise near where he lives. He then queried whether more aircraft would mean more noise, and whether SOU would also be required to demonstrate mitigation for newly impacted individuals too.

TE1 – provided an explanation of the policy relating to this. He noted that sponsors were not able to increase the effect on those already deemed “significantly affected”.

A representative of the Southampton Common and Parks Protection Society – repeated that if planes use a steeper climb, he will be more significantly affected.

TE1 – suggested that it may be better for the principles to refer to continuous climb and descent.

A representative of Lasham Gliding Society – argued that all of the points behind this ACP should be underpinned by an approach that it is data-based and evidence-based, and argued that all data is published, and that all methodologies should be rigorous with scientific methodologies which are helpful and clear to communities. He suggested an overarching principle for the whole ACP that the process should be data-based, evidence-based, with publicly available data, and using scientific methodologies. He added that all methodologies need to be scientific – for example, on safety, there need to be profiles.

A representative of Dorset Gliding Club – argued that this data should also be made public as early as possible.

TE1 – noted the drawback of the CAP1616 process was that we have to engage and develop options before options had been assessed.

A representative of Lasham Gliding Society – stated that evidence should come first.

A representative of CPRE – agreed, stating that options were being developed before evidence and that this was the wrong way round.

A representative of Lasham Gliding Society – repeated that data needs to come first.

A representative of CPRE – agreed that Trax are making assumptions as you go through this.

TE1 – stated that this was the CAP1616 policy to develop design principles before any design or analysis is performed.

A representative of Lasham Gliding Society – added that you cannot put together options before you do the analysis.

A representative of Wickham Society – asked whether, when Trax produce options, these will be based on assumptions. Or will you declare these.

TE1 – stated that Trax will design a comprehensive list of options to address as many principles as possible.

A representative of Lasham Gliding Society – stated that this is why rigorous research must be a principle.

TE1 – explained that options would all necessarily be supported by evidence and will be considered against quantitative and qualitative tests with methodology agreed with the CAA and published online. He noted that the environmental team at SOU will have to produce data and methodology.

A representative of SOU – clarified that SOU will not produce full analyses of every single option, this will be done when we have a shortlist – it would be impractical to do so before a shortlist. She added that all shortlisted options would be environmentally assessed, and that environmental consultants had already been instructed for this ACP.

A representative of Lasham Gliding Society – stated that it nonetheless needs to be published, so that stakeholders could see how conclusions had been reached.

TE1 – confirmed that this would be the case since everything submitted to the CAA was made public on the portal. He added that Trax will come back to this group with all options developed to ask for feedback ahead of analysis.

A representative of Lasham Gliding Society – suggested that the method should be to gather data on all GA movements and say, as a result of this assessment, these are the options. All 6 fields lend themselves to a scientific analysis not a matter of judgement. He stressed that without access to the data, stakeholders would be unable to provide comment. He stated that options should be supported by hard data, not by judgement, and that this was what he was encouraging.

TE1 – confirmed that all data and methodology would indeed be published on the CAA Portal.

A representative of Dorset Gliding Club – interjected that what we're talking about here is the baseline of data on which all analysis and comments can be hung. He stated that there was a lack of analysis at the current stage and so it is a fairly pointless process.

A representative of NATS – provided clarification of the CAP1616 process, outlining that the current stage was 1B – which is a discussion of ideas and that Stage 2 is about the development of ideas, and that evidence would be produced and provided later in the process. He explained his role in the process, including meeting with Southampton and Bournemouth stakeholders. He noted that 1B was far from the final stage of the process, and that members of the public would be consulted within Stage 3. TE1 stated his belief that attendees had been requesting for the baseline to be developed earlier in the process and stated SOU's position that the baseline was required at a certain stage in the process.

TE1 – added that the process of articulation is at Stage 2A and Stage 2B.

A representative of Eastleigh Borough Council – noted TE1's use of the word "consultation", and gave an example of where consultation had not been properly done. She asked when we pass the point where something is positive – and wanted to know that our feedback will be taken into account. He did not want design principles to be viewed as the final word here.

A representative of NATS – noted that the CAA had failed two airports for not consulting sufficiently and noted that the old process – called CAP725 – was less clear and transparent as it did not show all the meetings we've held.

A representative of SOU – noted that when SOU do consult we will be consulting on a range of options – we will show you our preference and how we have assessed them.

A representative of NATS – noted that all engagement is logged, and pointed out the engagement facilitators taking notes.

A representative of CPRE – noted that if stakeholders are faced with a premise, they disagree with they should challenge them. CAA need to know if they are challenging them.

TE1 – noted that in that case SOU would need to say whether or not a proposed principle had been included and would need to justify if it had been rejected.

A representative of Wickham Society – queried the meaning of "greater access" in the draft principles on airspace. She asked whether this line needs to be more specific about who greater access is being granted to.

TE1 – clarified that this related to access to controlled airspace for GA.

A representative of Wickham Society – queried whether drones would be included.

TE1 – confirmed that this would probably be the case.

A representative of Wickham Society – stated her belief that drones were a threat and queried how this would be dealt with. She stated her concern with the statement and suggested that it was too broad.

TE1 – stated his belief that this relates to general aviation, but that he was unsure whether this included drones.

TE1 – summarised the feedback he had taken from the session as being the following:

- all methodology and data should be made public;
- assessments to be evidence based;

- stakeholders want to see methodology and data used;
- baselines should be made clearer earlier in the process than CAP1616 mandates;
- SOU should take into account in “in combination effects”, and with BOH and the MOD in particular;
- There needs to be a Lower Airspace Strategy;
- SOU should be more ambitious on the environment principles: should not ‘minimise’ but deliver no net impact;
- There should be no removal of night flight restrictions, but that there doesn’t need to be a design principle on this;
- Remove all “shoulds” and “shalls” from design principles;
- Looking to reduce bottlenecks rather than avoid introducing additional ones;
- Define in airspace who greater access applies to;

TE1 – then read out the amendments to the design principles proposed by the group at the first Follow-Up Workshop on 19<sup>th</sup> July.

TE1 – closed the workshop, noting that all principles and notes would be brought together and made available by the end of August.

A representative of BECG – outlined the ways in which attendees could provide feedback.

A representative of Southampton Common and Parks Protection Society – requested that all attendees to be notified when the runway extension DCO was submitted.

A representative of Eastleigh Borough Council – noted that the process would be as standard for the application.

A representative of BECG – stated that attendees would indeed be notified when the DCO was submitted, and stated for clarity that this was separate from the ACP.

The agreed amendments to design principles based on this workshop were as follows:

Amended Principles:

- Additional: SOU’s airspace options to take into account in combination effects of neighbouring airports.
- Environment – ensure the airspace change has no net degradation in environmental performance.
- Delete night flight restrictions
- ALL principles remove shalls and should.
- Safety 2 – avoid introducing additional complexity and reduce bottlenecks in both the network and Class G airspace.
- Airspace – should not increase the overall volume of controlled airspace. Where an increase is required, it should be accompanied by measures that offer greater access to general aviation and not increase segregation.

**Glossary**

<b><u>ACP</u></b>	Airspace Change Proposal / Process
<b><u>AGS</u></b>	AGS Airports Ltd
<b><u>ANSP</u></b>	Air Navigation Service Provider
<b><u>ATC</u></b>	Air Traffic Controller
<b><u>ATM</u></b>	Air Traffic Management
<b><u>ATZ</u></b>	Aerodrome Traffic Zone
<b><u>BOH</u></b>	Bournemouth Airport
<b><u>CA</u></b>	Civil Aviation
<b><u>CAA</u></b>	Civil Aviation Authority
<b><u>CTA</u></b>	Control Areas
<b><u>DME</u></b>	Distance Measuring Equipment
<b><u>EC</u></b>	Electronic Conspicuity
<b><u>GA</u></b>	General Aviation
<b><u>GBAS</u></b>	Ground Based Augmentation System
<b><u>GBN</u></b>	Ground Based Navigation
<b><u>GNSS</u></b>	Global Navigation Satellite System
<b><u>GPS</u></b>	Global Position System
<b><u>ILS/MLS</u></b>	Instrument/Microwave Landing System
<b><u>IOW</u></b>	Isle of Wight
<b><u>IRT</u></b>	Instrument Range Testing/Test(s)
<b><u>LARS</u></b>	Lower Airspace Radar Service
<b><u>MATZ</u></b>	Military Aerodrome Traffic Zone
<b><u>NATS</u></b>	National Air Traffic Services
<b><u>NAVAIDs</u></b>	Ground-based navigational aids
<b><u>NDB</u></b>	Non-Directional Beacon
<b><u>PBN</u></b>	Performance-based navigation
<b><u>SON</u></b>	Statement of Need
<b><u>SOU</u></b>	Southampton Airport
<b><u>UHF</u></b>	Ultra-High Frequency
<b><u>VFR/IFR</u></b>	Visual Flight Rules/Instrument Flight Rules
<b><u>VOR</u></b>	VHF (Very High Frequency) Omni-Directional Range (VOR)

# **Supporting Documentation Reference 8**



# Creating airspace design principles that will guide the development of Southampton Airport's airspace change proposal.

Briefing to gather feedback from stakeholders on design principle themes.

# 646 Objectives of the workshop

The main objectives of today's workshop are to:

- 1 Increase awareness and understanding among the participants about the need for airspace change and of the process for bringing it about.
- 2 Gain an understanding of what key stakeholders' believe are the main constraints and opportunities connected with the use of airspace and any proposed changes.
- 3 Gather feedback from stakeholders about the potential impacts of airspace change, grouped into seven themes that will be used to develop our proposed design principles.
- 4 Establish a forum which can meet further to help shape and challenge our design principles and the development of potential airspace design options.



# UK Aviation Strategy

Airspace modernisation is a UK Government policy objective.



Southampton is required to prepare an airspace change proposal (ACP) to update the airport's arrival and departure routes and the controlled airspace that supports them.



An airspace change must be made by 2024 to meet the requirements of the Government's Aviation Strategy that sets out the UK's overall objectives for airspace modernisation to deliver: **Quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace.**



The UK Department for Transport (DfT) and Civil Aviation Authority (CAA) have set out the main initiatives that the industry stakeholders must implement in the Airspace Modernisation Strategy (AMS).

# FAS<sup>64</sup> Implementation - South

A fundamental redesign of the route network in southern England is one of the most important AMS initiatives.



- The initiative is known as FASI (Future Airspace Strategy Implementation) South and is being implemented by a group of 16 airports and NATS (the UK's enroute air traffic controller provider), working together on a set of integrated ACPs.
- The FASI South airports are responsible for upgrading their individual arrival and departure routes from the ground to 7000ft.
- NATS are responsible for redesigning the route network above 7000ft. this will guide traffic to and from the boundaries of the UK's airspace.
- The airports and NATS are working closely to ensure that their individual ACPs are aligned and the final set of changes can be combined seamlessly to form a safe and efficient network.

# Airports participating in the FASI South initiative

Southampton Airport is one of 16 airports participating in the FASI South initiative.



1. Heathrow
2. Gatwick
3. Stansted
4. Luton
5. Birmingham
6. Bristol
7. East Midlands
8. London City
9. **Southampton**
10. Cardiff
11. Southend
12. Bournemouth
13. Farnborough
14. Biggin Hill
15. RAF Northolt
16. Manston



# 651 Limitations of the existing airspace

The airspace and route network in southern England, including those which serves Southampton, is designed to manage high volumes of climbing and descending aircraft, traveling to and from several airports in close proximity. It was originally designed decades ago and has adapted incrementally as traffic levels have grown.



A complex web of intersecting flight paths that results in aircraft flying longer routes and more inefficient climbs and descents.



High workload on air traffic controllers to manage crossing traffic and airborne queues for landing, are limiting airspace capacity



Flights in southern England are forecast to double in the next 20 years. If the airspace and route network are not upgraded, flight delays and cancellations are expected to increase sharply.



Analysis conducted by NATS estimates that the impact of future growth on delays could be more than 70 times greater than today. If additional airspace capacity is not introduced, one out of three flights could depart over 30 minutes late.

# 652 New technology enables airspace modernisation

FASI South is based on the widespread adoption of satellite navigation systems, which remove the reliance on ground-based navigation aids. This allows the network to be overhauled at both low altitudes and across the terminal airspace, introducing routes with greater precision and flexibility that offer a range of opportunities:



- **ADDITIONAL CAPACITY:** Significant airspace capacity gains can be achieved by implementing closely spaced arrival and departure routes, dedicated to individual airports.
- **GREATER EFFICIENCY:** Designing routes with greater precision and flexibility reduces track miles and improves climb and descent profiles, increasing flight efficiency and environmental performance.
- **BETTER NOISE MANAGEMENT:** Airspace change also creates opportunities to better manage the impact of impact noise, such as avoiding noise-sensitive areas and deploying multiple routes to offer relief.
- **MORE RESILIENT:** Additional capacity and the introduction of dedicated routes to and from each airport in the terminal area can strengthen the network's resilience to delays from poor weather or disruption.



# 653 Southamptton Airport's ACP

The local airspace that serves Southamptton Airport must be modernised to ensure both sufficient capacity and better management of the impact of aircraft noise, as traffic levels continue to grow.



**To meet the growing demand for flights, airspace modernisation at Southamptton Airport (below 7000ft) must provide sufficient capacity between the runway and terminal airspace network.**



**The precision and flexibility of arrival and departure routes based on satellite navigation should also be used to better manage the impact of aircraft noise.**

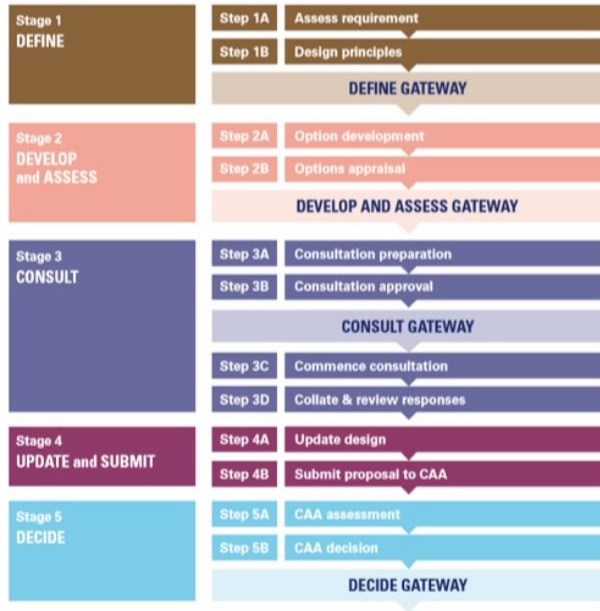
Satellite navigation offers the potential to avoid noise-sensitive areas and offer new noise abatement and relief options, designed in collaboration with local communities.



**Airspace developments at lower altitudes around the airport must also consider the need to safely integrate other airspace users within the vicinity.**

# The<sup>654</sup> regulatory airspace change process

Every organisation that sponsors an ACP must follow the regulatory process for changing the airspace design, including community engagement requirements - known as CAP1616 (Civil Aviation Publication no. 1616).



- CAP1616 sets out the process for developing airspace change options. This entails engaging with affected stakeholders, evaluating the impacts of options, consulting the public, regulatory approval and implementation.
- The outputs of each stage are reviewed by the CAA to ensure the engagement and analysis is robust prior to moving to the next stage.

# 655 Stage 1: Define

Our ACP is currently in Stage 1 of the CAP1616 process – known as the Define Stage.

- 1 As a first step (1a), we have prepared a Statement of Need that sets out the issues that our ACP is seeking to address and we have met with the CAA to discuss how we will progress through the process.**  
(the Statement of Need and minutes of our Assessment Meeting with the CAA can be viewed [here](#)).
- 2 The second step of Stage 1 (1b) is to draw up design principles that we will use later in the process, to guide how airspace change options are developed and evaluated.**
- 3 Our design principles will be drawn up through discussions with a mix of stakeholders that are potentially affected by the airspace change.**
- 4 They aim to capture all important considerations that should be factored when developing airspace design options.**
- 5 Some principles will be based on fundamentals like safety, throughput of traffic and environmental performance; others may be specific to local circumstances.**

# 656 Creating Design Principles

For the Stage 1 gateway meeting we are required to submit a set of proposed design principles to the CAA and an explanation of how these were developed and influenced through our engagement with stakeholders.

1

Gather feedback from stakeholders about the potential impacts of airspace change, grouped into seven themes.

2

Develop an initial set of design principle statements based on the feedback gathered in step 1 and share with stakeholders for their consideration.

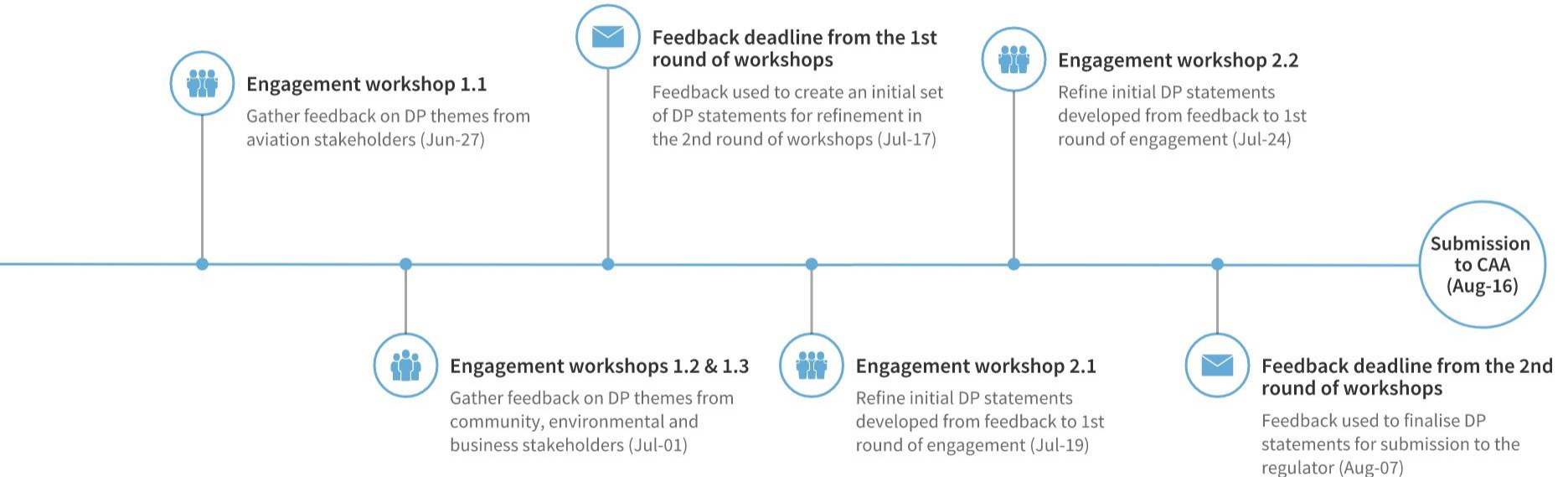
3

Refine the proposed design principle statements based on a second round of feedback and use them to guide the development of airspace design options.

4

Submit our proposed set of design principles to the CAA, along with an explanation of how they were created and influenced through two-way conversations with our stakeholders.

# 657 Timeline for design principles engagement





# 658 Design principle themes

There are several themes associated with the drivers for, and impacts of, an airspace change that may be considered when developing design principles. These are:



- 1 Safety
- 2 Airspace capacity
- 3 Flight efficiency and environmental performance
- 4 Noise management and mitigations
- 5 New technology
- 6 Airspace integration
- 7 Resilience

# 659 Theme 1. Safety

Aviation safety is often considered the first and overriding priority for a framework intended to guide the development of airspace design options.

- Airspace change is often considered an opportunity to enhance safety performance by reducing, and even removing, risks from the operation.
- As traffic levels grow and the airspace accommodates a larger number of flights, continuous enhancements in safety are considered necessary to maintain the established level of safety performance per flight.
- Airspace modernisation often involves the deployment of new concepts and technologies that could introduce new safety risks. These must be each be assured independently and collectively as part of an overall 'system approach' to aviation safety.

## QUESTIONS

- 1.1. What do you consider to be particularly important when developing design principles that concentrate on safety?
- 1.2. Are there any other themes linked to safety that should be considered when developing design principles?

## 660 Theme 2. Airspace Capacity

A main driver of most ACPs progressed by the commercial air transport sector is the introduction of additional airspace capacity - to support existing flights without generating delays - and accommodate the forecast increase in traffic levels over time.

- Airspace capacity is closely linked to operational feasibility. The potential capacity of the airspace to accommodate a given number of flights can only be achieved if the key capabilities required to support the operation (e.g. resources, procedures and technology) are in place.
- Operational feasibility is also linked with regulatory compliance because capabilities that are not compliant with the current (and/or future) regulatory framework are by default not feasible.
- For additional airspace capacity in the vicinity of the airport to accommodate flights without delays it must be integrated effectively with the wider terminal airspace capacity, the capacity of the runway and the capacity used by neighboring airports.

### QUESTIONS

- 2.1. What do you consider to be particularly important when developing design principles that concentrate on capacity?
- 2.2. Are there any other themes linked to capacity that should be considered when developing design principles?



# 661 Theme 3. Flight efficiency & environmental performance

Where introducing the capacity to enable growth is often a main driver of an airspace change. Ensuring any growth is sustainable is an essential requirement as set out in government policy.

- Flight efficiency and environmental performance in terms of emissions are closely linked; improvements could be enabled by the airspace change through more continuous climb and descent profiles and shorter track miles.
- Steeper climbs and approaches are usually more fuel efficient for aircraft to fly and generate fewer emissions.
- Airspace design options should mitigate the impact of routes on local air quality. Air quality is only relevant below c.1000ft. Aircraft emissions are approximately 1 percent nitrogen oxides (NO<sub>x</sub>). NO<sub>x</sub> can affect local air quality when emitted close to the ground.

## QUESTIONS

- 3.1. What do you consider to be particularly important when developing efficiency/environmental performance principles?
- 3.2. Are there any other themes linked to efficiency that should be considered when developing design principles?

# 662 Theme 4. Noise management and mitigation

Airspace design options could seek to minimise the total adverse effects of aircraft noise at lower altitudes.

- Airspace design options should conform as far as possible to the existing arrival and departure swathes to limit the number of new flights over people that were previously unaffected by aircraft noise.
- The airspace design options should consider multiple routes that can be switched on and off to reduce the impact of noise. The use of multiple routes is likely to increase the total number of people affected by noise, including people that were previously unaffected.
- Other methods to manage the impact of noise, like alternating runway modes and the way that inbound and outbound traffic are sequenced, could also be included in the airspace design options where possible.

## QUESTIONS

- 4.1. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another.
- 4.2. Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?

# 663 Theme 5. New technology

The ground-based NAVAIDs that the airport's existing routes rely on are being removed because they are old and outdated. All new routes should be designed to an advanced satellite navigation standard that aircraft can fly to high levels of track keeping accuracy and with minimal intervention from air traffic controllers.

- With new technology there should be less need for air traffic controllers to regularly vector aircraft away from their designated route (generating greater predictability that underpins better noise management).
- The use of advanced navigation standards enable routes to be designed with the precision and flexibility to avoid more noise sensitive areas and buildings. Routes could also be designed with steeper climb gradients, so aircraft fly higher sooner on departure, and steeper approaches, keeping aircraft higher for longer on arrival.
- For some departure routes, there may be a trade-off between climbing quickly and making early turns to avoid noise sensitive areas and buildings.

## QUESTIONS

- 5.1. What do you consider to be particularly important when developing design principles that concentrate on new technology?
- 5.2. Are there any other themes linked to technology that should be considered when developing design principles?

# 664 Theme 6. Airspace Integration

The Airspace Modernisation Strategy promotes the concept of airspace integration, rather than segregation, to meet the demands of all airspace users in the most efficient way.

- The airport's airspace design will be developed and deployed in the same timeframe as the other London airports. upgrade their own arrival and departure routes to increase local capacity and efficiency.
- NATS are developing plans to upgrade the terminal airspace in southern England to accommodate the forecast traffic growth (as part of FASI South). The airport's airspace design should integrate seamlessly with the wider network and not constrain the other airport's plans.
- The airspace structures deployed to support air transport operations at SOU should not place disproportionate constraints and/or limitations on other airspace users' access to the surrounding airspace.

## QUESTIONS

- 6.1. What do you consider to be particularly important when developing design principles that concentrate on airspace integration?
- 6.2. Are there any other themes linked to integration that should be considered when developing design principles?

# 665 Theme 7. Resilience

The resilience of our airspace to poor weather and other forms of disruption is a key factor for passengers, aviation stakeholders and companies that rely on air transport to conduct their business.

- The airspace design should strengthen the resilience of operations at SOU against bad weather, technical failures and other forms of disruption.
- Additional airspace capacity and the introduction of dedicated routes for arrivals and departures can strengthen the resilience against poor weather and disruption at other airports by adding redundancy to the system and enabling quicker recovery.
- The airspace design should also be stable and fit for the long term. Once it has been developed, refined through engagement and implemented, it should not be changed fundamentally again.

## QUESTIONS

7.1. What do you consider to be particularly important when developing design principles that concentrate on resilience?

7.2. Are there any other themes linked to resilience that should be considered when developing design principles?



# How to respond

- We encourage you to provide your views on how Southampton Airport should develop its airspace design principles, in reference to today. Feedback will be used to help draw up our proposed design principles, which will form a core basis of the airspace change process moving forwards.
- Please provide your feedback by email to [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Wednesday 17th July.

# 667 Follow-up Workshops

We would like to invite you to our 'Follow-up Design Principles Workshop'. There are two dates available:

- **Date: Friday 19th July 2019**  
**Time: 10.00am to 1.00pm**  
**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**
- **Date: Tuesday 23rd July 2019**  
**Time: 10.00am to 1.00pm**  
**At: Holiday Inn Eastleigh, Leigh Rd, Eastleigh, Hampshire, SO50 9PG**
- **To facilitate these workshops, please let us know by email which session you can attend. Please email [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) before Monday 15th July to confirm.**

# **Supporting Documentation Reference 9**



# Creating airspace design principles that will guide the development of Southampton Airport's airspace change proposal.

Briefing to present the feedback received from stakeholders on design principles and discuss a more final set of design principles

# 670 AGENDA

- Minutes from previous workshops
- Clarification Questions
- Recap on FASI-S and the airspace change process
- Summary of Feedback
- Discussion on Proposed Design Principles
- Next Steps

# Clarification Questions

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- Regulatory Requirements (EU) 2018/1048
- When do Safety Assessments become visible
- Current issues faced by SOU ATC
- Capacity requirements: ACP vs DCO
- Summary of SOU Master Plan

# Southampton Airport

## Master Plan

- Investment into your regional airport
- Development to be completed within the airport boundary
- No additional requirement for night flights

### Economic Footprint\*

2015 (ACTUAL)  
£161 MILLION



CUMULATIVE  
ECONOMIC  
CONTRIBUTION  
OVER MASTER  
PLAN PERIOD

2027  
ECONOMIC  
CONTRIBUTION  
WITH MASTER PLAN  
£325  
MILLION

2037  
ECONOMIC  
CONTRIBUTION  
WITH MASTER PLAN  
£400  
MILLION

£1.8  
BILLION

### Staff Employed On Campus



2015  
(ACTUAL) 950

2027 2037  
1,200 1,500

### Passenger Forecasts

2017  
2  
MILLION

2027  
4  
MILLION

2037  
5  
MILLION



2017  
ACTUAL  
39,300



2027 2037  
53,100 57,800

### Air Transport Movements

# Economic Impact

## Current jobs

 **950**  
EMPLOYED  
ON-SITE

**2,900**

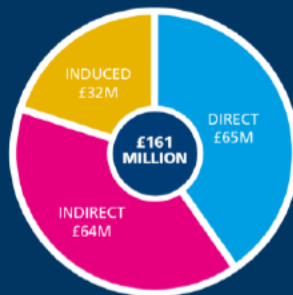
employed in the wider  
economy as a result of  
Southampton Airport

## 2037 forecast jobs

**1,500** employed on-site

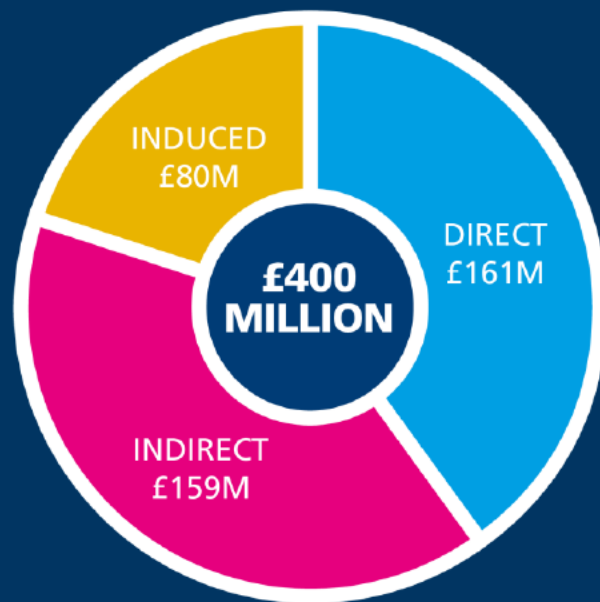
**4,750** employed in the wider  
economy as a result of  
Southampton Airport.

## 2018 Economic Contribution

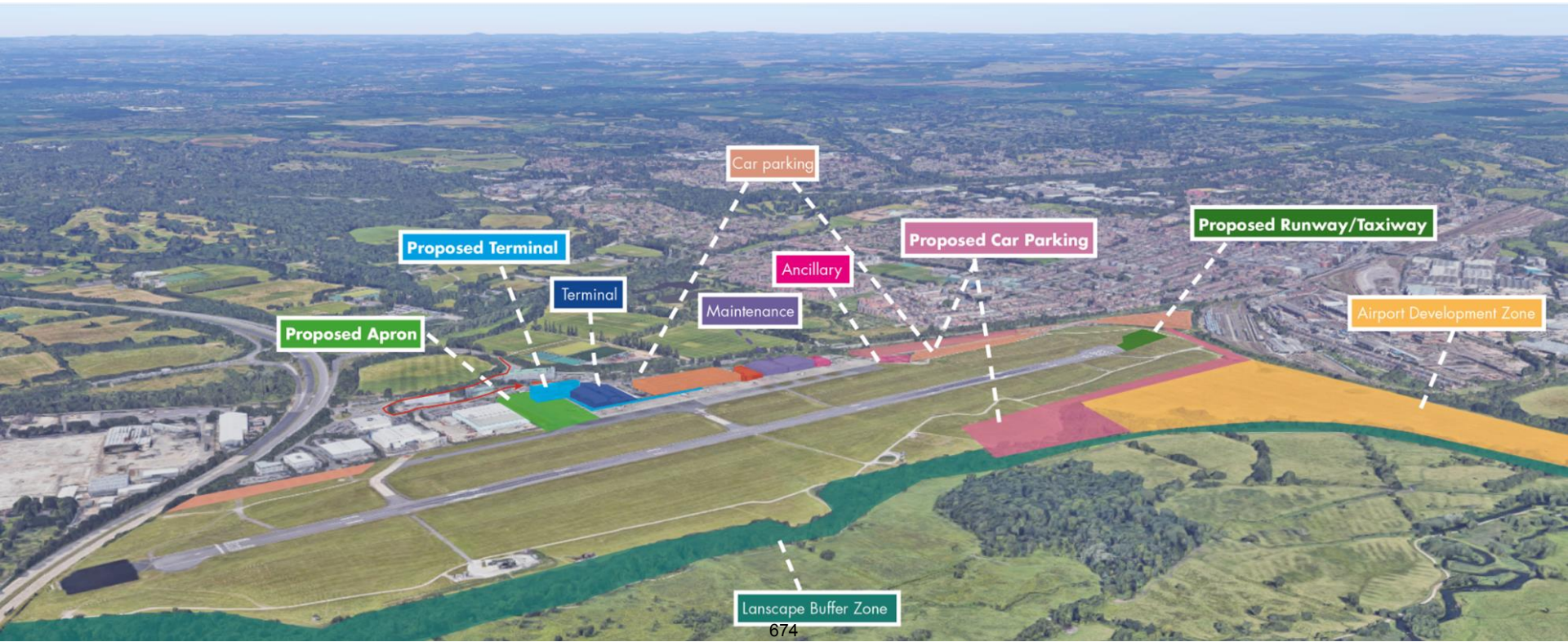


Source: Steer Davies Gleave analysis

## 2037 Forecast Economic Contribution

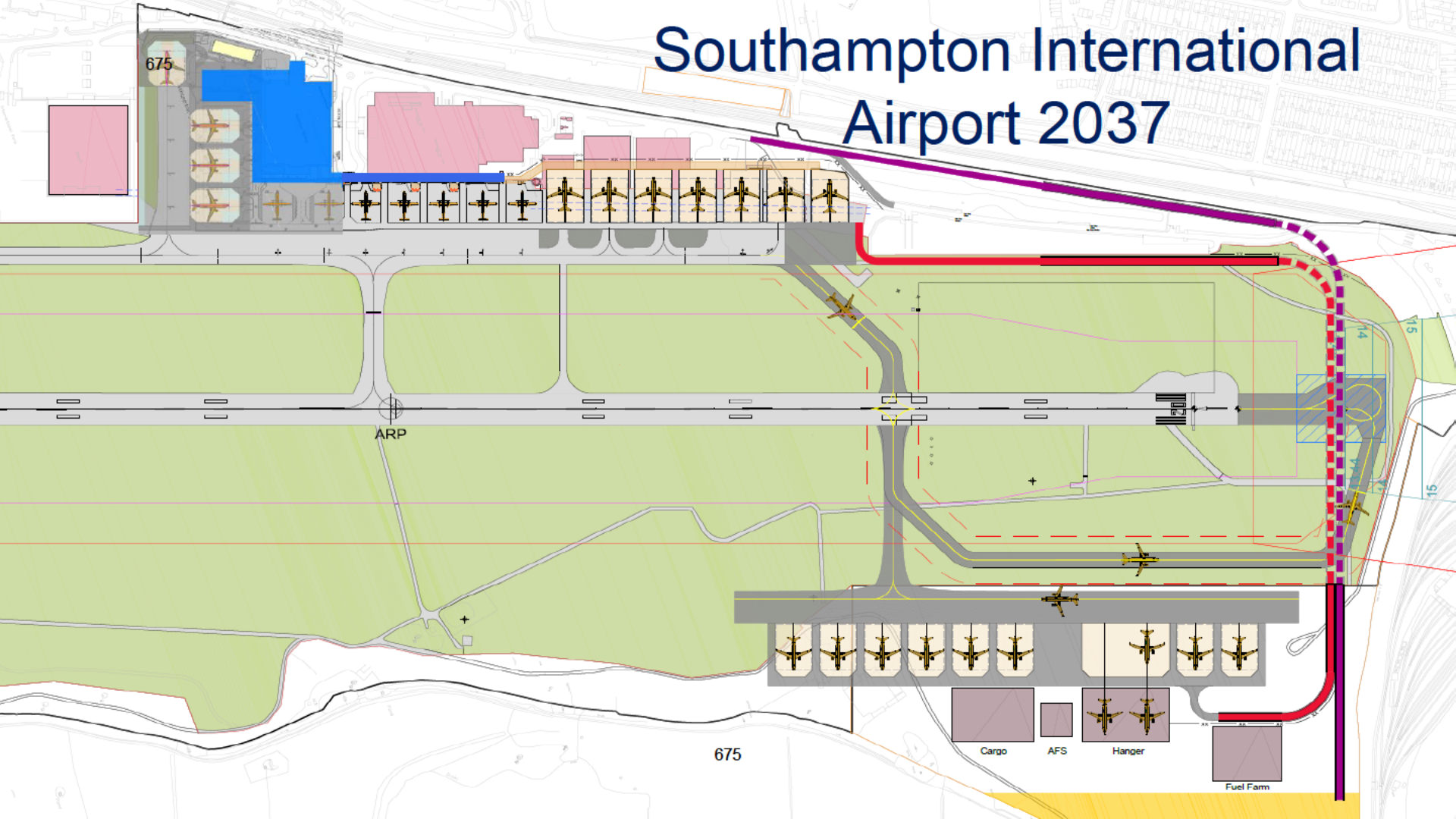


# Future Airport Development





# Southampton International Airport 2037



675

ARP

675

Cargo

AFS

Hanger

Fuel Farm

15  
15

# Runway Extension

676



676



# 677 Opportunities for Discussion & Feedback today

- Are there any outstanding questions from the Phase 1 Workshops?
- We will discuss the feedback one theme at a time and make sure we have captured everything
- Then we will present a set of proposed Design Principles and further develop and agree them
- To help capture the feedback, before asking a question please state your full name and the organisation you are representing

# Objectives of this workshop

- 1 A brief recap on the airspace change proposal
- 2 A summary of the feedback received during the first three design principle workshops and from the feedback we received in writing
- 3 Explain the initial design principle statements that we have developed based on the feedback received so far
- 4 Gather additional feedback from stakeholders to refine the design principles for submission to the CAA

# A recap - FAS Implementation - South

A fundamental redesign of the route network in southern England is one of the most important AMS initiatives.



- The initiative is known as FASI (Future Airspace Strategy Implementation) South and is being implemented by a group of 16 airports and NATS (the UK's enroute air traffic controller provider), working together on a set of integrated ACPs.
- The FASI South airports are responsible for upgrading their individual arrival and departure routes from the ground to 7000ft.
- NATS are responsible for redesigning the route network above 7000ft. this will guide traffic to and from the boundaries of the UK's airspace.
- The airports and NATS are working closely to ensure that their individual ACPs are aligned and the final set of changes can be combined seamlessly to form a safe and efficient network.

# Southampton Airport's ACP

The local airspace that serves Southampton Airport must be modernised to ensure both sufficient capacity and better management of the impact of aircraft noise, as traffic levels continue to grow.



**To meet the growing demand for flights, airspace modernisation at Southampton Airport (below 7000ft) must provide sufficient capacity between the runway and terminal airspace network.**



**The precision and flexibility of arrival and departure routes based on satellite navigation should also be used to better manage the impact of aircraft noise.**

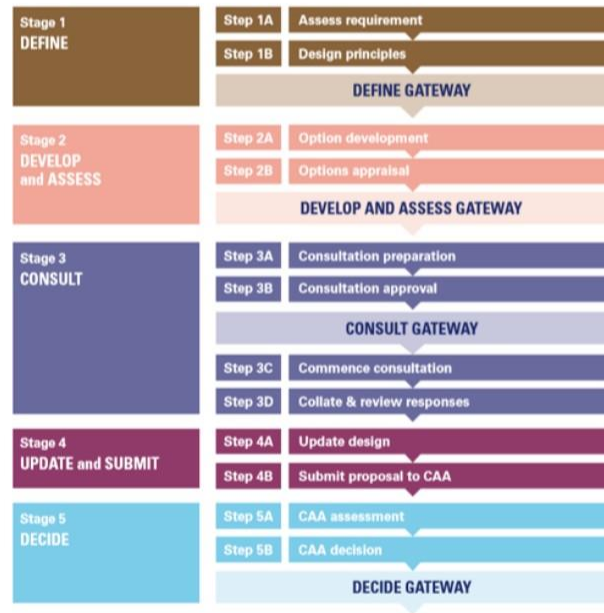
Satellite navigation offers the potential to avoid noise-sensitive areas and offer new noise abatement and relief options, designed in collaboration with local communities.



**Airspace developments at lower altitudes around the airport must also consider the need to safely integrate other airspace users within the vicinity.**

# The<sup>681</sup> regulatory airspace change process

Every organisation that sponsors an ACP must follow the regulatory process for changing the airspace design, including community engagement requirements - known as CAP1616 (Civil Aviation Publication no. 1616).



- CAP1616 sets out the process for developing airspace change options. This entails engaging with affected stakeholders, evaluating the impacts of options, consulting the public, regulatory approval and implementation.
- The outputs of each stage are reviewed by the CAA to ensure the engagement and analysis is robust prior to moving to the next stage.



# CAP1616 - Stage 1B - Design Principles

- CAP1616 guidance requires the production of design principles for each airspace change.
- CAP1616 states that:
  - the development of design principles should provide a “shortlist of principles to inform the development of airspace design options” and a “framework against which design options are evaluated”.
  - principles “are in no way immutable and, as part of the process for the establishment of the airspace design principles, should be challenged as part of the ongoing dialogue with stakeholders”.
- We would now like to develop a list of Design Principles with you

# Summary of Feedback by theme

# 684 Safety Feedback - A summary

Have we missed anything?

## Aviation

- Need a baseline of safety performance to measure against
- A simple airspace structure will help avoid complexity and pressure on flight crews
- Routes should be deconflicted by design
- Build in layers of safety using safety nets
- Use new technology and a business culture guided by a safety management system to enhance safety
- Provide visual demarcation of CAS for GA
- Seek to remove network pinch points
- Risk that removal of too many conventional nav aids may increase infringements

## Community

- Should not be compromised
- Migration of wildlife to be considered as part of design
- Proximity to roads and schools to be considered
- Nature sites should be carefully considered - bird strikes

## Local Gov. & Business

- Safety is the primary concern
- Sufficient obstacle clearance must be retained
- Flight paths should avoid dense populations to avoid safety risk
- Unknown aircraft interacting with airspace (GA/drones etc) should be managed



# Flight Efficiency & Environmental Performance Feedback - A summary

Have we missed anything?

## Aviation

- Trade-offs need to be better understood
- Total system impacts should be considered
- Use of curved approaches may be appropriate to enhance environmental performance
- Steeper approaches may not be practical in all scenarios
- Continuous climb/descent should require less CAS
- Maximise integration/minimise segregation
- Both commercial & GA operations should be efficient

## Community

- Concerns about NOx increase impacting air quality
- Must consider emissions at both a global level and local level
- Welcome a reduction in airborne holding

## Local Gov & Business

- Emissions are considered to be as important as aircraft noise
- Air quality is a local and national issue
- Emissions impacts need to be discussed with local communities
- Clean Air Zone consultation
- Increase in local emissions - as a result of more ground traffic
- Need to consider alignment with Governments 2050 zero carbon objectives
- Route aircraft over water, where possible
- Impacts on air and water quality

# 686 Capacity Feedback - A summary

Have we missed anything?

## Aviation

- Demand forecasts should be realistic
- The airspace design should be based on a better understanding of future demand
- Lack of clarity regarding increased capacity
- PBN needs to be smartly applied, maximising the potential of modern aircraft
- The airspace design should offer greater ATC capacity and provide adequate resources to accommodate and integrate GA
- The airspace design should ensure adequate access/airspace for helicopter operations

## Community

- SOU could create capacity and not use it all
- Economic benefits
- The current night flight restrictions should be retained
- There should be government oversight of all airports capacity development plans
- Will additional capacity increase emissions?
- SOU need to clarify the plans for expansion of airport, DCO vs ACP

## Local Gov & Business

- Reduce numbers of diversions and cancellations
- Economic assessment of the costs vs. benefits is needed
- Is the runway a limiting factor on overall growth plans?
- Must take account of ground facilities/local links (surface access)
- Design should be future proofed so further changes are not needed
- Numbers of skilled personnel may also be a limiting factor in growth

# 687 Noise Feedback - A summary

Have we missed anything?

## Aviation

- Additional CAS may increase noise if GA are forced lower
- Continuous climb/descent profiles should require less CAS
- Multiple routes for respite may not be practical, without expansion to SOU CAS

## Community

- Explore multiple routes to give communities respite options
- Flexibility in route options and gradients
- More information/transparency on the growth in the schedule
- Poultry farms and impact on other livestock
- The current night flight restrictions should be retained

## Local Gov & Business

- Difficult trade-off regarding overflying fewer people or dispersing flights?
- Difficult to find a balance with sharing noise and concentrating noise.
- Preference to align to established noise contours
- Continuous climb/descent should be used as a mitigation
- Reduce impact on local national parks
- Maintain current noise preferential routes
- Need to reduce noise pollution

# 688 Technology Feedback - A summary

Have we missed anything?

## Aviation

- New technology should be future proof eg. drone technology
- New technology should minimise the need for Class D airspace and enable maximum access for GA
- Datalink and ADS-B technology should be exploited
- ATS Surveillance should 'see' ADS-B
- Should keep sufficient ground based navigation in case of failure & to enable navigation around CAS

## Community

- Concerns over security (physical and cyber)
- Will there be appropriate safety nets if the technology fails?

## Local Gov & Business

- Concerns over security (physical and cyber)
- Will there be appropriate safety nets if the technology fails?

# 689 Resilience Feedback - A summary

Have we missed anything?

## Aviation

- Don't design for emergency situations at the expense of GA operations
- Resilience is for necessity not for convenience
- Important to account for potential technology failures in the new design

## Community

- Resilience of surface access is a concern - can local transport infrastructure cope with the growth in passenger numbers
- Need to consider resilience against adverse weather conditions

## Local Gov & Business

- Local transport infrastructure must be considered as part of the resilience assessment
- Resilience should not be prioritised over safety and environmental issues
- Current and future policy and regulatory changes must be taken into account
- Fines for airspace infringements

# 690 Integration- A summary

Have we missed anything?

## Aviation

- Need to involve stakeholders from the emerging drone sector in the development of airspace options
- Integration not segregation
- SOU and BOU should develop and consult on their ACPs together
- Erosion of Class G/Expansion of controlled airspace is a concern
- Access to controlled airspace for all airspace users needs to be maximised
- Need an airspace design that works for everyone
- Design greater ATC capacity and resources to accommodate GA, not just commercial aircraft

## Community

- Air grabbing (by other airports through their ACPs) needs to be considered
- Flights from BOU to be considered
- Overall network design must be future proofed
- Concerns over sufficient ground transport development to accommodate growth plans at SOU

## Local Gov & Business

- Prefer restricting flight paths - managed restrictions in flying hours
- Separating aircraft (GA and commercial) effectively is preferable to integration

# 691 Focus Group Feedback

3 Focus Groups with residents in a 20 mile radius of the airport

## The Environment

Environmental concerns top the list for the focus group participants. Waste emissions have the highest priority and participants are concerned about an increase in flights leading to increased emissions.

## Noise

Noise is not considered to be a huge issue for participants who live under flight paths. Those in potentially affected areas are somewhat concerned by this and there is likely to be a small minority that is very concerned.

## Airspace modernisation

Participants do not fully understand the difference between airspace modernisation and airport expansion. This leads to conflation of issues and increased hesitancy about possible changes.

## Southampton first

Participants are keen that Southampton is the primary beneficiary for any changes. They want to see infrastructure built to accommodate the increase in flights and possible traffic

# Proposed Design Principles For Discussion



# Air Navigation Guidance 2017

The statutory guidance from the Secretary of State on environmental objectives is the [Air Navigation Guidance 2017](#)

- **The environmental objectives with respect to air navigation are chosen to facilitate the government's overall environmental policies. These environmental objectives are designed to minimise the environmental impact of aviation within the context of supporting a strong and sustainable aviation sector. These objectives are, in support of sustainable development, to:**

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

# 694 Noise Policy Statement for England (NPSE) Aims

Sets out the long term vision of government noise policy

- **Through the effective management and control of environmental neighbour and neighbourhood noise within the context of Government policy on sustainable development:**

- a) avoid significant adverse impact on health and quality of life
- b) mitigate and minimise adverse impacts on health and quality of life; and
- c) where possible, contribute to the improvement of health and quality of life

# 695 Proposed Principles - For Discussion

## Safety

- Must be as safe or safer than today for both commercial air transport and General Aviation operations
- Should avoid introducing additional complexity and bottlenecks in both the network and Class G airspace

## Environmental

- Should ensure the Airspace Change minimises the environmental impact
- Should ensure no degradation in existing local Air Quality limits
- Should minimise total adverse ecological impacts

## Noise

- Should minimise the total adverse impact of aircraft noise on communities
- Should offer a predictable, fair and equitable share of traffic across the arrival and departure routes
- Should avoid overflying densely populated residential areas, national parks, AONBs and other noise sensitive areas, wherever possible
- Should not change current airport operating hours in the night period

# 696 Proposed Principles - For Discussion

## Technology

- Should enable aircraft to climb higher sooner on departure and stay higher for longer on approach
- Should ensure the airspace structure, route network and remaining navigation infrastructure minimises the likelihood of infringements
- Should consider use of ADS-B to improve airspace integration where possible

## Airspace

- Should not increase the overall volume of CAS. Where an increase is required it should be accompanied by measures that offer greater access and not increase segregation.
- Should consider the impact on the efficiency and environmental performance of both GA and commercial operations

## Capacity & Resilience

- Should ensure ATC capacity is sufficient to accommodate SOU's master plan forecasts whilst providing integration for GA traffic
- Should offer flexibility in the route structure to strengthen resilience against adverse weather and network issues that may affect operations

# Next Steps

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If you wish to provide any more feedback you can do so by emailing [airspace.change@southamptonairport.com](mailto:airspace.change@southamptonairport.com) by 7th August 2019

You can follow the progress of this airspace change at [airspacechange.caa.co.uk](http://airspacechange.caa.co.uk)

# **Supporting Documentation Reference 10**



## Feedback Entry

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### Question

1.1. What do you consider to be particularly important when developing design principles that concentrate on safety?



Question

1.2. Are there any other themes linked to safety that should be considered when developing design principles?

Question

2.1. What do you consider to be particularly important when developing design principles that concentrate on capacity?

Question

2.2. Are there any other themes linked to capacity that should be considered when developing design principles?

Question

3.1. What do you consider to be particularly important when developing efficiency / environmental performance principles?

**Question**

3.2. Are there any other themes linked to efficiency that should be considered when developing design principles?

Question

4.1. How should the minimising the total noise impact of overflights and the difference between multiple route options and avoiding areas that were previously unaffected be traded off against one another?

Question

4.2. Are there any other themes linked to noise management and mitigation that should be considered when developing design principles?

Question

5.1. What do you consider to be particularly important when developing design principles that concentrate on new technology?



Question

5.2. Are there any other themes linked to technology that should be considered when developing design principles?

**Question**

6.1. What do you consider to be particularly important when developing design principles that concentrate on airspace integration?

Question

6.2. Are there any other themes linked to integration that should be considered when developing design principles?

**Question**

7.1. What do you consider to be particularly important when developing design principles that concentrate on resilience?

**Question**

7.2. Are there any other themes linked to resilience that should be considered when developing design principles?

# **Supporting Documentation Reference 11**



## Stakeholder Details

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Thank you for taking the time to take part in Southampton Airport's engagement process, regarding the development of our airspace change proposal.

The following pages have been designed to capture stakeholder feedback in response to Southampton Airport's stage 1b draft design principle statements.

You can either leave the feedback in the ballot box after today's workshop or, alternatively, you could return the feedback to BECG using the stamped and addressed envelope provided. You will also receive a copy of this feedback form via email which you can return electronically if you would prefer. Please return all feedback by: **Wednesday 7<sup>th</sup> August 2019.**

Name	
Title	
Organisation	
Telephone	
Email Address	



## List of Draft Design Principles by Theme

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<b>Safety</b>
Must be as safe or safer than today for both commercial air transport and General Aviation operations.
Should avoid introducing additional complexity and bottlenecks in both the network and Class G airspace.
<b>Environmental</b>
Should ensure the Airspace Change minimises the environmental impact.
Should ensure no degradation in existing Air Quality limits.
Should minimise total adverse ecological impacts.
<b>Noise</b>
Should minimise the total adverse impact of aircraft noise on communities.
Should offer a predictable, fair, and equitable share of traffic across the arrival and departure routes.
Should avoid overflying densely populated areas, national parks, AONBs, and other noise-sensitive areas, wherever possible.
Should not change current airport operating hours in the night period.
<b>Technology</b>
Should enable aircraft to climb higher sooner on departure and stay higher for longer on approach.
Should ensure the airspace structure, route network, and remaining navigation infrastructure minimises the likelihood of infringements.
Should consider the use of ADS-B to improve airspace integration where possible.
<b>Airspace</b>
Should not increase the overall volume of CAS. Where an increase is required it should be accompanied by measures that offer greater access and not increase segregation.
Should consider the impact on the efficiency and environmental performance of both GA and commercial operations.
<b>Capacity and Resilience</b>
Should ensure ATC capacity sufficient to accommodate SOU's master plan forecasts whilst providing integration for GA traffic.
Should offer flexibility in the route structure to strengthen resilience against adverse weather and network issues that may affect operations.

**Do you have any additional comments on these proposed draft Design Principles?**



# **Supporting Documentation Reference 12**



## Southampton Airport - Airspace change

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Thank you for taking the time to take part in Southampton Airport's engagement process, regarding the development of our airspace change proposal.

We would be grateful if you, or a relevant person within your organisation, can answer the attached questions regarding our engagement process so far. Your feedback is valuable to us and will help us in any future engagement we undertake.

Please return the form by 7<sup>th</sup> August 2019.

**Contact details:**

Name	
Title	
Organisation	
Telephone	
Email Address	

**Question 1**

I feel the engagement process so far has increased my awareness and understanding about the need for airspace change, both for Southampton and the wider UK.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

**Question 2**

I feel that the engagement process so far has allowed me to demonstrate our views about the use of airspace, and any proposed changes to airspace use.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

**Question 3**

I think that Southampton Airport's approach of seeking thoughts and feedback on airspace change prior to any proposed design principles being formulated is important.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Comments:

**Question 4**

Please outline what worked well in the engagement process as well as how Southampton Airport can improve their engagement in the future?



**Question 5**

Do you have any other comments regarding this process?