

Development of design principles for Southampton Airport's airspace change proposal

Statement from Southampton Airport regarding amendments made to one follow-up workshop report

27/08/2019

On July 30th, we circulated a report that summarised the discussions at two follow-up workshops with stakeholders, which were held on July 23rd and were intended to refine our proposed airspace design principles as part of Stage 1B of our ACP. We set a deadline of August 7th to receive feedback from stakeholders on the reports and all other aspects of our design principle engagement, for inclusion in our Stage 1B submission to the CAA on August 15th. On August 19th we received an email from the Lasham Gliding Society requesting two amendments to the second follow-up workshop report. We amended the report in question and informed the Lasham Gliding Society of the changes made and their location in Appendix C.

The changes made at the Lasham Gliding Society's request are highlighted in bold below:

- Previously, paragraph 4 of page 8 of the second follow-up workshop report stated;

"A representative of Lasham Gliding Society – stated that at Lasham Gliding Society they have 64,000 movements per year...."

Paragraph 4 of page 8 now reads;

*"A representative of Lasham Gliding Society – stated that at Lasham Gliding Society they have **up to** 64,000 movements per year...."*

- Previously, the final paragraph of page 25 of the second follow-up workshop report stated;

"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 shall and should...."*

The final paragraph of page 25 now reads;

"Some of the inputs to design principles raised by stakeholders in this workshop were as follows:

- *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*
- ***Some stakeholders suggested that the words "should" and "shall" be removed from the principle statements, but this was not unanimously agreed..."***