

# Bournemouth Airport

## Annual Monitoring Report

2014



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PART OF M.A.G

# CONTENTS

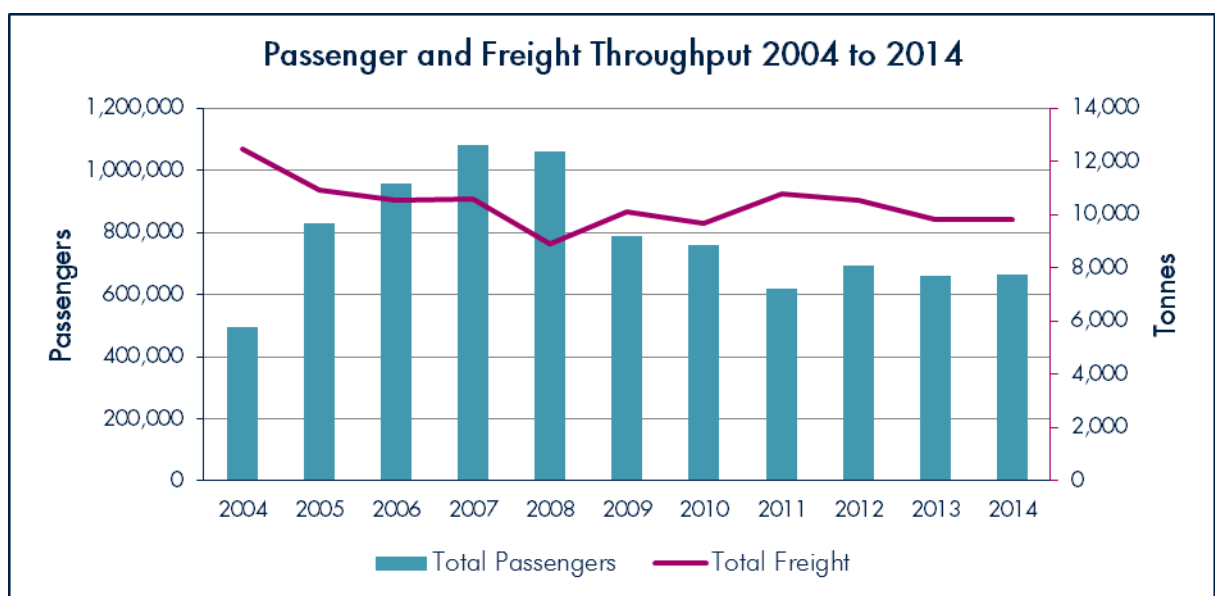
	Page No.
1. Introduction	3
2. Second Schedule – Operational Restrictions	6
3. Third Schedule – Night Time Operations	11
4. Fourth Schedule – Night Time Noise Budget	12
5. Fifth Schedule – Surface Access	13
6. Sixth Schedule – Highway Works	16
7. Seventh Schedule – Community Fund	17
8. Eighth Schedule – Public Art	18
9. Ninth Schedule – Air Quality	19
10. Tenth Schedule – Carbon Management Action Plan and Carbon Audit	21

# 1. Introduction

- 1.1 This is the seventh annual report to be presented in accordance with the Section 106 Agreement signed between Christchurch Borough Council and Bournemouth International Airport following the granting of planning permissions for works to the passenger terminal and related development at Bournemouth Airport. It will set out the progress made by the Airport Company and measure against the previous years' reports. Previous annual monitoring reports should be taken account of in assessing performance over a wider timeline and for further explanation of obligations. The focus of this report will look at the changes between the years 2013 and 2014.
- 1.2 Many of the obligations and conditions reflect commitments already made by the Airport Company in its Master Plan to 2030 and in the planning submissions for the Terminal schemes. These have been further reinforced by the Noise Action Plan drawn up in compliance with the European Noise Directive and in a Deed of Variation to the Section 106 Agreement.

## Passenger Numbers and Services

- 1.3 Following a significant decline in passenger throughput between 2008 and 2011, Bournemouth's passenger numbers have stabilised over the past three years at around 662,000. Forecasts suggest that it will be a number of years before passenger throughput reaches pre-recession levels.



1.4 The table below shows the number of aircraft movements at the Airport over the last ten years.

Year	Total Passengers	Total Movements	Commercial Passenger Movements	Non Passenger Movements
2004	494,820	81,692	10,827	70,865
2005	828,247	83,022	13,003	70,019
2006	958,158	78,973	12,756	66,217
2007	1,082,139	74,670	12,307	62,363
2008	1,058,845	81,733	11,977	69,759
2009	788,227	75,919	8,263	67,656
2010	758,862	61,390	8,953	52,437
2011	620,552	66,612	7,469	59,143
2012	694,695	66,173	9,607	60,784
2013	662,239	61,087	3,774	56,213
2014	662,470	54,350	5,091	49,259

Commercial movements represent scheduled and charter passenger aircraft. Non passenger movements encompass test flights, cargo flights, private and business aircraft, flying club and military aircraft.

1.5 The following list shows destinations flown from Bournemouth Airport during the course of 2014. Some are scheduled destinations and others are served by charter aircraft.

Balearic Islands – Ibiza; Mahon, Menorca; Palma, Majorca  
 Canary Islands – Fuerteventura; Gran Canaria; Lanzarote; Tenerife  
 Croatia – Dubrovnik  
 Cyprus – Paphos  
 Egypt – Sharm el Sheikh  
 France – Carassonne  
 Greece – Crete; Corfu; Rhodes  
 Ireland – Dublin  
 Italy – Naples; Pisa; Turin; Verona  
 Malta  
 Portugal – Faro  
 Sicily – Catania  
 Spain – Alicante; Girona; Malaga; Murcia  
 Switzerland – Geneva  
 Turkey – Antalya; Dalaman

- 1.6 The list of destinations served changes regularly, with different destinations being offered during summer and winter seasons and new routes becoming available throughout the year. Full details of available routes and airline information can be viewed at [www.bournemouthairport.com](http://www.bournemouthairport.com).

### Measures Taken to Meet Obligations within the Section 106 Agreement

- 1.7 The Section 106 Agreement is a bilateral agreement between the Airport Company and Christchurch Borough Council, which commits the Airport Company to complying with the obligations listed at the end of the report.
- 1.8 In securing permission for a revised Arrivals terminal building, a revision to the Section 106 Agreement was made. This did not affect the obligations set out in the Agreement but ensured that it was correctly understood precisely which development the Agreement applied to through updating the list of drawings and permission notices to which it applies.
- 1.9 The planning permission for the new terminal was also subject to a number of planning conditions that need be met. In addition, the new Arrivals consent added a number of conditions to the original consent. These have been set out in previous years' reports.

## 2. Second Schedule – Operational Restrictions

2.0 Previous reports have set out how operational restrictions apply to Aerodromes in the U.K. These are set out in the Aeronautical Information Publication (AIP), also referred to as UK Air Pilot. We have previously shown how the Airport also has its own Operational Instructions that add further detailed operational restrictions. Discussion with the Pilots' Forum, Community meetings and responses to noise complaints continue to drive changes to these instructions.

### Noise Abatement Schedules and Clauses, and Noise Action Plan

2.1 We have previously reported how the Section 106 Agreement and the Noise Action Plan have combined to set out the Noise Abatement procedures that apply at the Airport. The regime now in place is more rigorous and actually more effective at noise reduction than that set out in the S106 alone. As stated above, these procedures are set out in the Airport's Operating Instructions and are standard operating procedure at the Airport. Through regular noise monitoring and assessment of complaints it is possible to keep abreast of the success of these procedures and adapt and improve upon them where practicable.

2.2 There have been no 'exceptional' runs recorded in the review period. Logged details of all engine runs are available for inspection by the Local Authority if required.

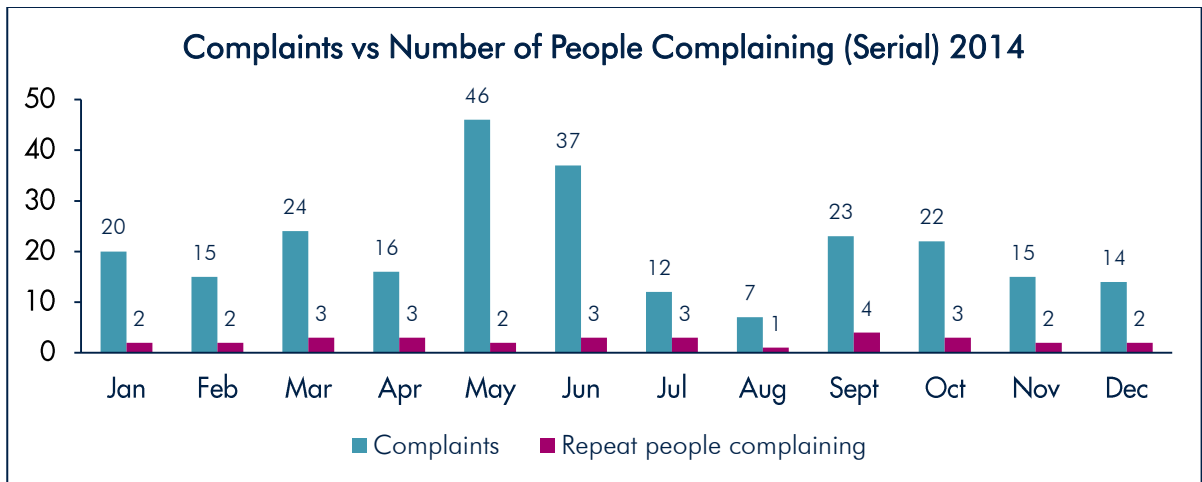
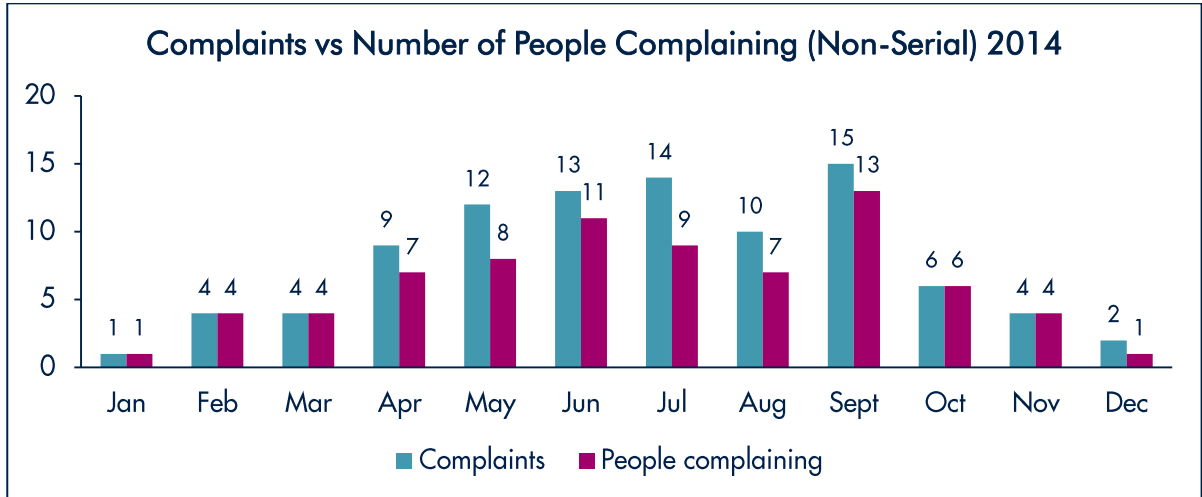
2.3 The records of all aircraft using the Airport are available for the Council to inspect at any time, upon 3 working days prior written request. Such a request has not been received within the period between the signing of the agreement and the drafting of this seventh report.

2.4 Bournemouth Airport's Noise Action Plan (NAP) was approved by Government and published in 2011. It was produced under the terms of the EU Environmental Noise Directive (2002/49/EC), the requirements of which are transposed in the Environmental Noise (England) Regulations 2006, as amended. These regulations also require that the NAP is reviewed at least every 5 years to take account of the results of further noise mapping exercises. In compliance with this, a review of the NAP was undertaken in 2014. Given that an extensive period of consultation was carried out during 2009 for the original NAP, for the purpose of this review Government guidance required the revised Plan to be presented to the Airport's Consultative Committee.

- 2.5 It has been a relatively short period of time since the first NAP was published and the 2014 review therefore did not materially alter the commitments made within it. The changes included new laws, regulations and policies that had subsequently been introduced and reporting on performance against the commitments that were originally made. The current arrangements for managing noise were deemed to be acceptable, although the Airport will continue to work with the local community to further reduce the impact of noise from airport operations. As part of the NAP review an assessment was made of ongoing complaints about noise from the Airport's operations to understand if more could be done to reduce the noise impact.
- 2.6 In 2014, we further enhanced our ability to monitor the noise impact of aircraft as they take off and land at the airport. The installation of the latest noise and track monitoring technology across the Group allows us to review, manage and report upon the paths followed by aircraft in 'real-time'. Mobile noise monitoring equipment can be located at positions of interest in the local community, with live noise levels instantly available to users. This information can then be added to the Airport's WebTrak facility, enriching the information that can be made available to the public. WebTrak also allows the public to view the the movement of flights to/from and in the vicinity of Bournemouth Airport and provides detailed information on aircraft track, altitude, airline and aircraft type. The WebTrack system can be accessed via the Airport's website.

### Noise Complaints

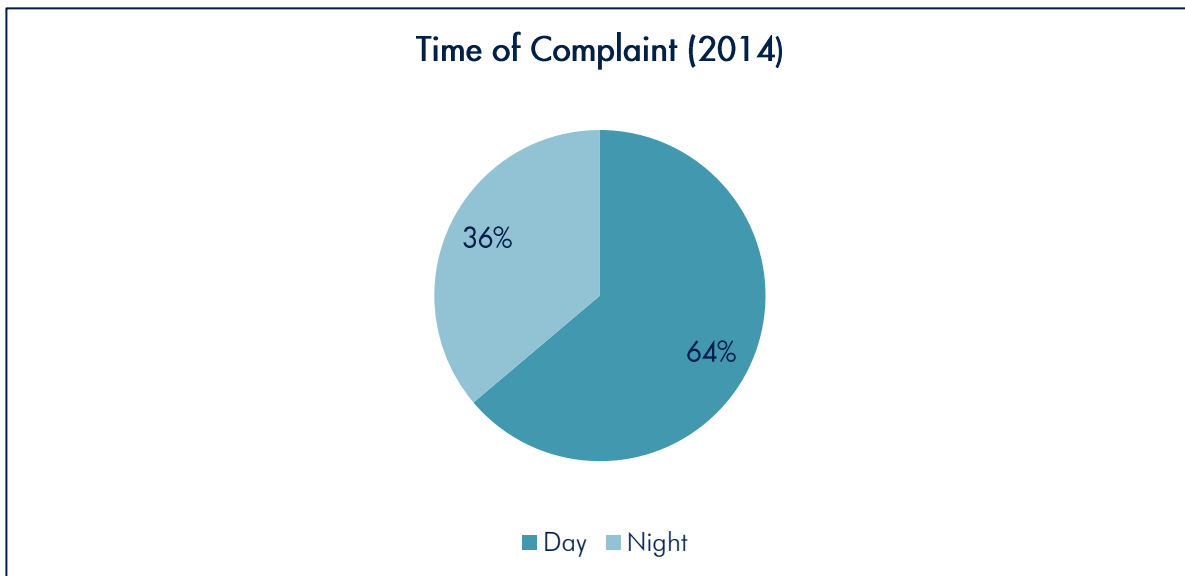
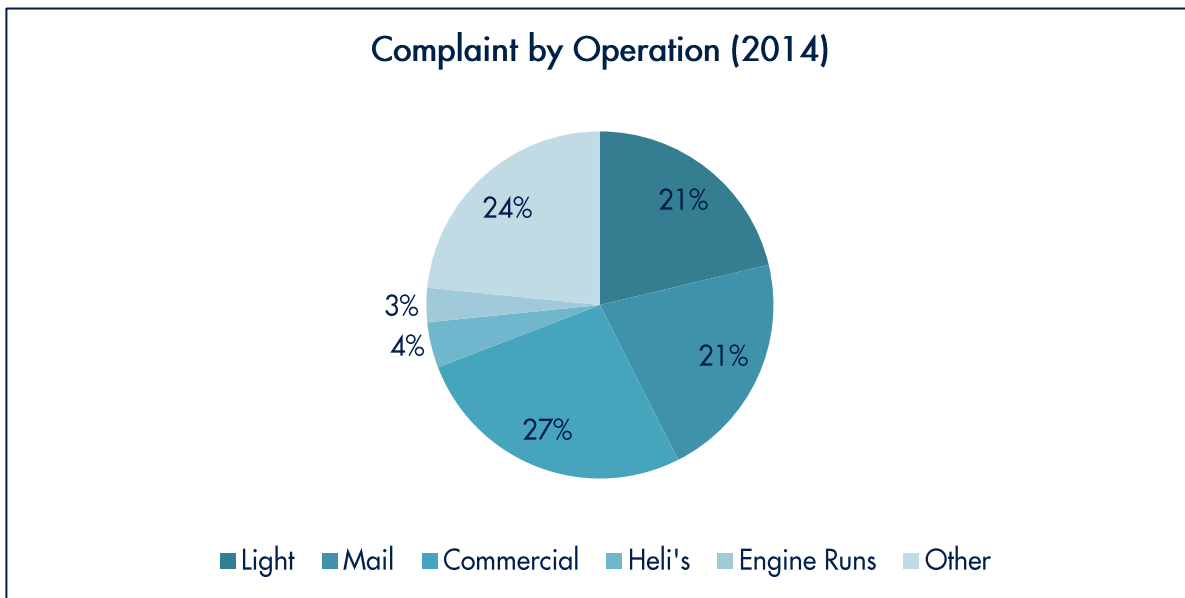
- 2.9 The noise complaints service has been operating at the Airport for a number of years and analysis of complaints is a standing item for the Airport Consultative Committee. A complaints log is maintained and is available for the local authority to inspect at any time, although no requests to do so have been made to date.
- 2.10 The complaints received have been divided between serial and non-serial complainants and are displayed in two separate graphs. This gives us a more accurate pattern of complaint origins and their nature.



2.11 During 2014 the Airport received 251 complaints from 30 serial complainants and 94 complaints from non-serial complainants. These differences are particularly evident for the month of May when 46 complaints were made by just 2 complainants, compared to 12 complaints made by 8 other complainants. Overall there has been a reduction in both the number of complaints and the number of complainants since 2013. In total, 507 fewer complaints were received during the course of 2014; a reduction of 59.5%. The total number of complainants has reduced by 24, which is 18.6% less than the previous year. This continues the pattern seen over recent years of a decreasing number of complainants and is almost certainly due to the changes to operating procedures that have come about as a result of the S106 and the Noise Action Plan, the introduction of newer and quieter aircraft fleets and the greater level of information that is available for the public to interrogate.

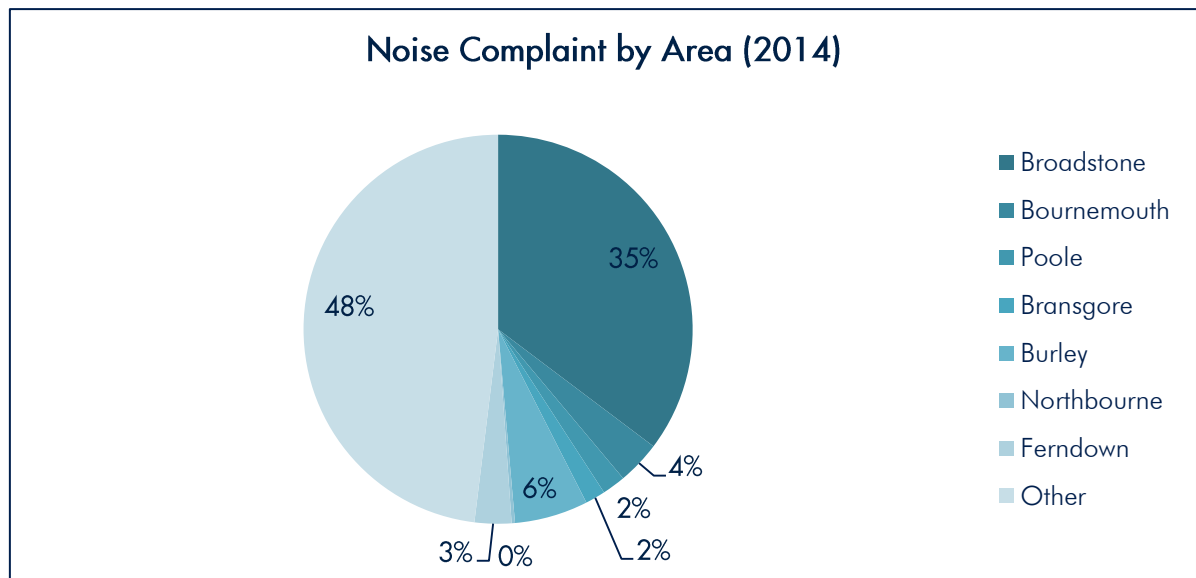


2.12 The nature of complaints remains comparable to previous years. Commercial flights generated the largest number of complaints (27%), followed by other uncategorised operations (24%), light aircraft and mail flights (both 21%). As previously reported, the majority of complaints now concern noise in the daytime rather than at night. This is likely to be a result of the night mail flights switching to newer and quieter aircraft.



2.13 With regard to the origin of noise complaints, aside from those that were received from other unspecified areas (which accounted for almost half of the complaints in 2014), the largest number of complaints were from the Broadstone area (35% of the total). This is a marked increase from 2013, when only 7% of complaints originated from Broadstone.

In contrast, complaints from Bournemouth, Burley and Ferndown have all reduced, particularly from Bournemouth where the percentage of complaints has reduced from 24% in 2013 to just 4% in 2014.



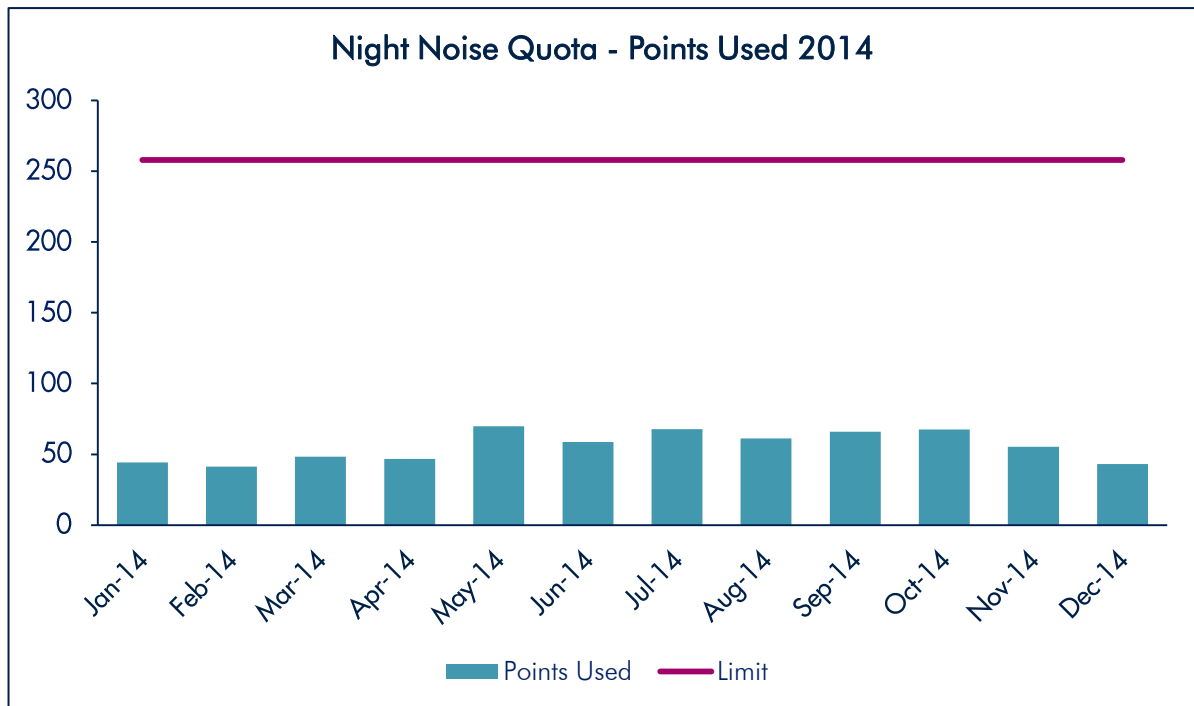
2.14 The Airport has produced a number of environmental factsheets setting out a number of the operational procedures and restrictions that apply. These are freely available to download from the Airport's web-site, <http://www.bournemouthairport.com/bohweb.nsf/Content/environmentfacts>.

### 3. Third Schedule – Night Time Operations

- 3.1 In relation to Night Time training the AIP, referred to in Schedule 2, no training or circuit flights will take place after 21.30 hours.
  
- 3.2 We previously reported how different aircraft were ascribed different noise quota count points. No aircraft with a QC value of 8 or 16 has utilised the Airport at night-time nor has an aircraft with a QC value of 4 been scheduled to operate at night-time. The aircraft operated by our main airlines are increasingly of a variant that offer considerable improvements in the noise footprint (notably Boeing 737-800s).

## 4. Fourth Schedule – Night Time Noise Budget

4.1 The initial Noise Year commenced at the start of the summer season 2008 and ran through to the end of the winter season 2009. We are therefore now reporting the 6<sup>th</sup> Noise Year as defined by the Agreement wording. The diagram below shows how the quota has been 'spent' this calendar year.



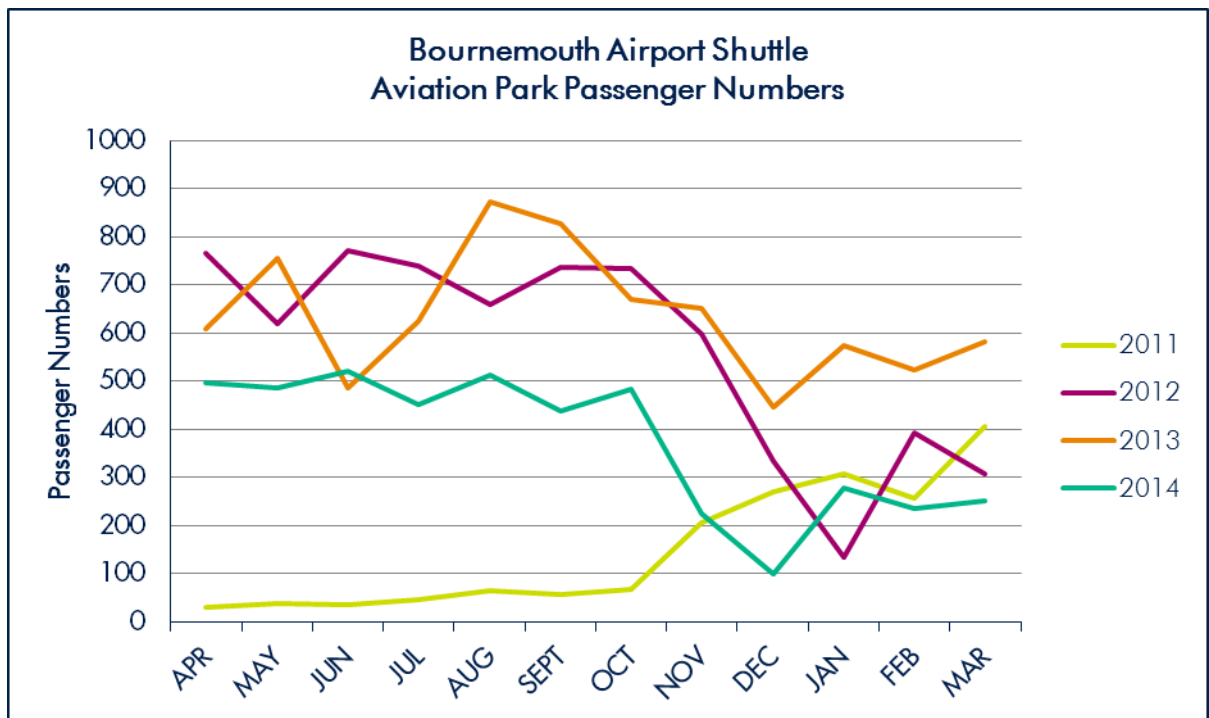
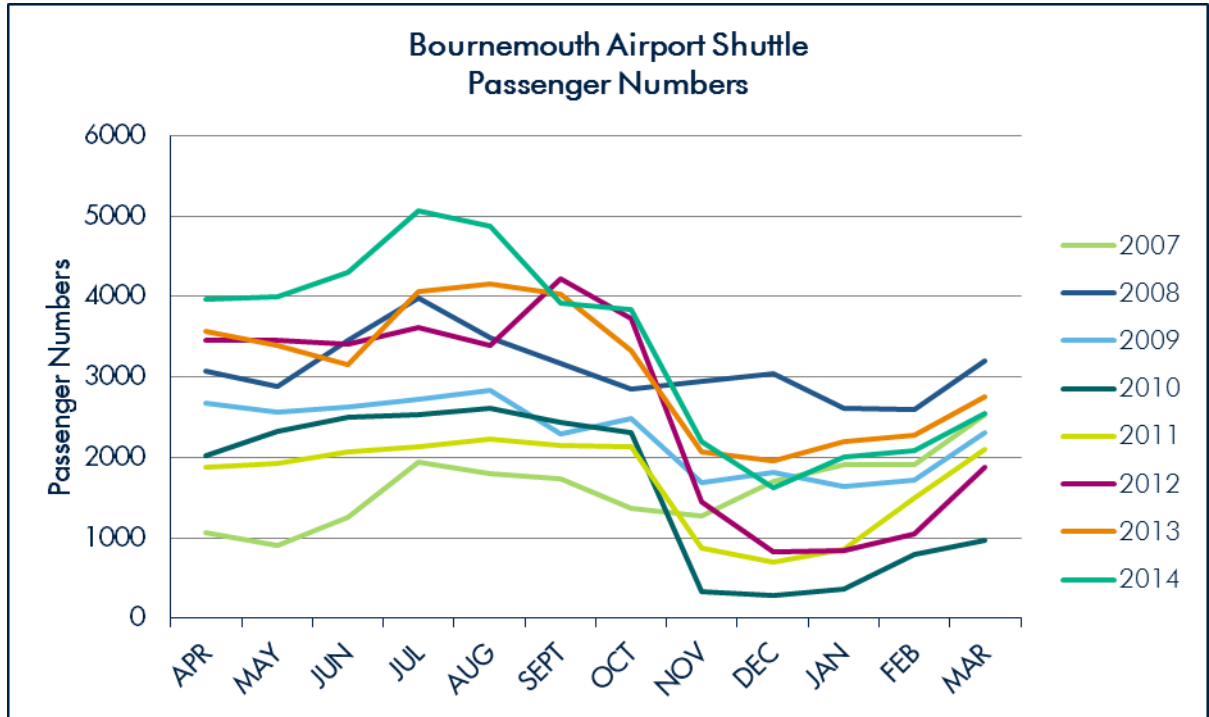
## 5. Fifth Schedule – Surface Access

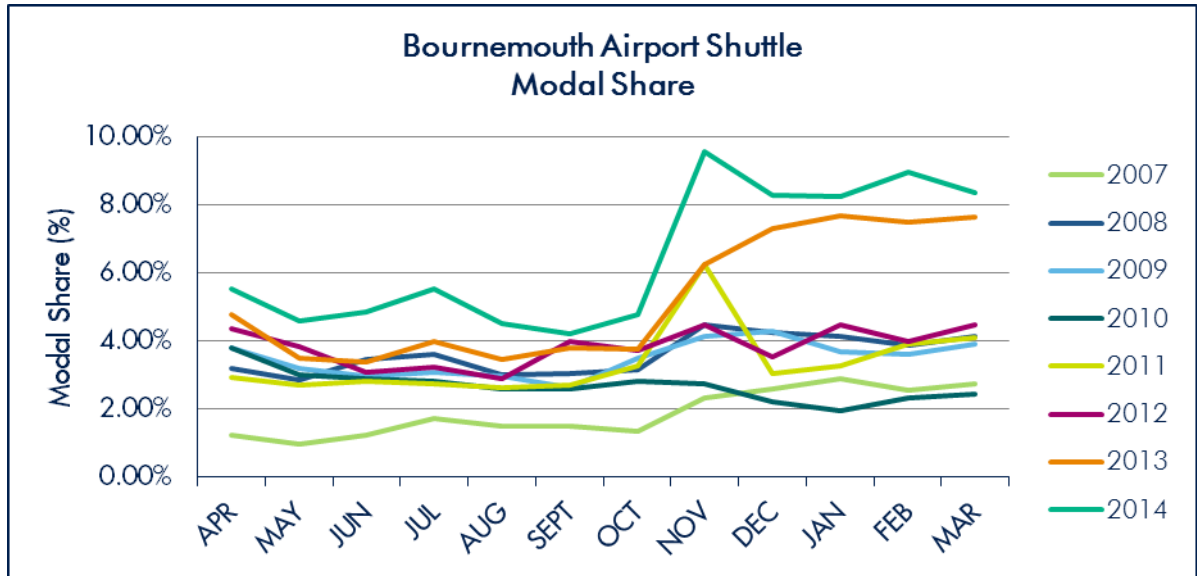
- 5.1 A shuttle bus service operating between Bournemouth Airport and Bournemouth Interchange commenced in November 2007 and was operated by Discover Dorset Ltd, who successfully built up the service over their 6 year contract. During their contract, in April 2011, an additional loop into Aviation Business Park West was introduced serving the Park Cafe six times a day; twice during the morning peak, twice at lunchtime and twice during the afternoon peak.
- 5.2 In November 2013 the service was awarded to Yellow Bus Ltd with a view to enhance the route network through greater connectivity with their existing hubs at Bournemouth Hospital, the Interchange and Gervis Place in Bournemouth town centre. Following a review 6 months into the new service it was agreed that the Hospital Hub stop was not adding expected value to the service and the route was amended to exclude this stop and utilise the time saved by extending the service to the Business Park every hour.
- 5.3 Putting the operation on a more commercial footing has meant amending the timetable to respond more directly to meeting flight times, particularly during quieter winter months. This has moved us away from the one bus per hour required of the obligation but ultimately puts us in a better position to deliver a commercially viable and sustained bus service provision. During summer months the service operates 14 times per day between 06:20 and 21:00.
- 5.4 Passenger numbers and modal share are reported at each Bournemouth Airport Transport Forum. The Forum meets on a bi-annual basis and is attended by key transport providers, Local Authority representatives and interest groups. These figures are also set out below.

### Bournemouth Airport Shuttle Average Modal Share

Year	Modal Share	Bus Passengers
2014/15	5.5%	40,385
2013/14	4.4%	29,307
2012/13	3.6%	31,271
2011/12	3.0%	20,539
2010/11	2.8%	19,454
2009/10	3.4%	27,359

2008/09	3.5%	37,260
2007/08	1.8%	19,385





5.5 The Airport is able to draw on advice and guidance from a number of personnel within M.A.G to provide site specific advice to employees; this includes travel planning advice through the CSR Manager at East Midlands Airport, planning advice through M.A.G’s Principal Planner, and information of sustainability and the environment through the Environment, Health and Safety Manager at Bournemouth Airport. Such information is also shared with Business Park tenants through the Senior Facilities Management Coordinator at the Business Park.

5.6 In July 2011, an updated Area Wide Travel Plan was submitted to and accepted by Christchurch Borough Council as part of the supporting material for the planning application for the redevelopment of Aviation Park West incorporating an uplift in floorspace of 42,000 sq.m. The revised Travel Plan can be found on the Airport’s website within the environment section of the ‘About Us’ heading and will be kept under review.

## 6. Sixth Schedule – Highway Works

- 6.1 A first payment of £100,000 was made to Christchurch Borough Council on 17<sup>th</sup> December 2007. A second payment of £800,000 has through negotiation with Christchurch BC, been delayed in recognition of the delay in progressing the terminal project, the downturn in passenger numbers and the reasonable prospects of the required highway works actually progressing in the short-term.
- 6.2 The second payment has, through agreement, been deferred on three separate occasions, reflecting the parlous position the Airport has found itself in regarding passenger figures and profitability. To this end we have agreed a revision to the Section 106 Agreement with Christchurch that links further payments to passenger throughput rather than specific dates. The Deed of Variation was agreed by the Christchurch Borough Council Planning Committee. The revised payment schedule is that £100,000 is cleared by April 2014 and three further equal payments based on annual passenger throughputs (1.2, 1.8 and 2.4 million passengers per year) being achieved to make up the remaining £700,000 contribution.



## 7. Seventh Schedule – Community Fund

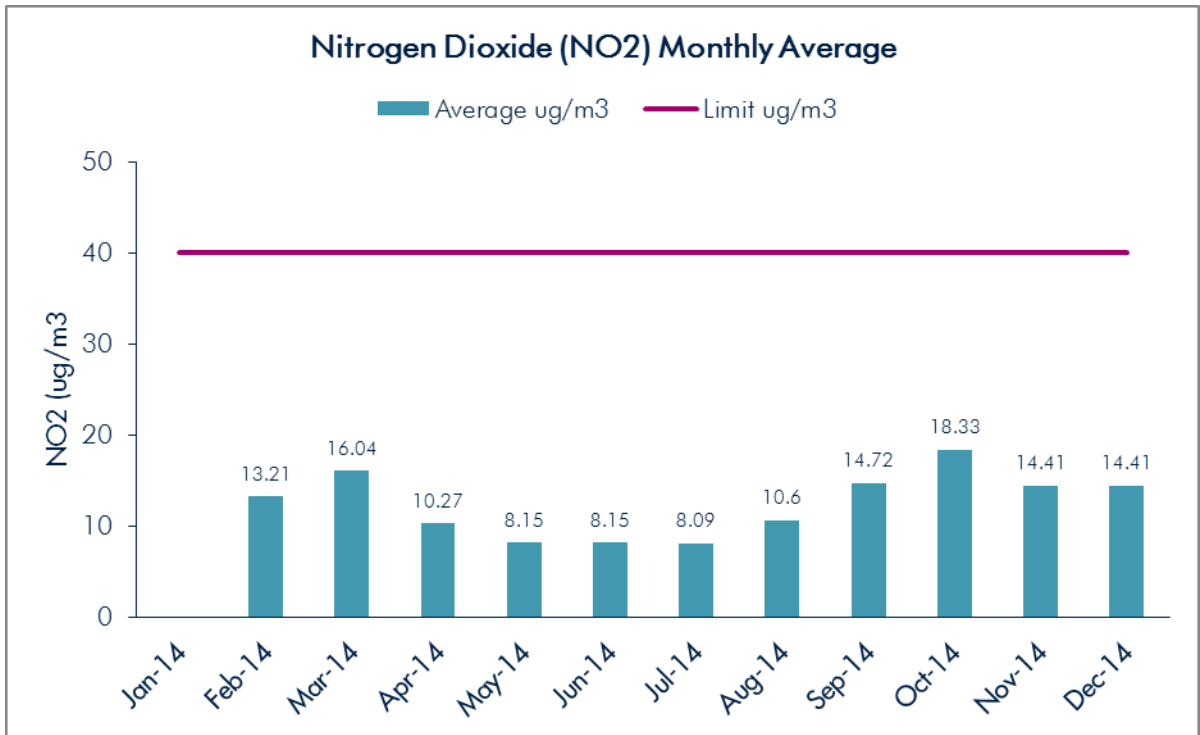
- 7.1 On 23rd January 2008 the Airport Company, in conjunction with Christchurch Borough Council, launched the Bournemouth Airport Community Trust Fund, by making £10,000 available per annum to community, social, recreational and environmental groups within the Borough of Christchurch.
- 7.2 The fund has four very clear objectives:
- To bring the community closer together through facilities for sport, recreation and other leisure activities;
  - To offer environmental improvement and/or heritage conservation;
  - To improve awareness of environmental issues through environmental education;
  - To encourage and/or protect wildlife.
- 7.3 Access to the Fund brochure and application pack is available via both the Airport's and Christchurch Borough Council's websites.
- 7.4 The Fund's management committee is made up of three representatives from Christchurch Borough Council and one representative from Bournemouth Airport. They meet twice a year to consider and award grants to eligible projects.
- 7.5 During 2014 the Community Fund made only one grant. This was to Dorset Cricket Centre. The amount awarded was £5710 and this money was used to purchase a new state of the art bowling machine for the Club.

## 8. Eighth Schedule – Public Art

- 8.1 Obligation for a public art scheme has been met in full with the implementation of the 'history wall' linking the two terminal buildings and installation of the memorial plaque to Peter Bath. The wall was severely damaged following storms during the winter of 2013 but has since been fully repaired.

## 9. Ninth Schedule – Air Quality

- 9.1 The Airport undertakes regular monitoring of pollutants at sensitive receptor locations around the Airport in accordance with the Air Quality Monitoring Scheme agreed with Christchurch Borough Council. Last year's air quality data is shown graphically below. There were no readings taken in January due to poor weather conditions.



- 9.2 The Air Quality Monitoring Scheme also included a protocol for the establishment of a vegetation monitoring programme to more directly assess the effects of nitrogen deposition on the vegetation within the designated heathland surrounding the Airport. The 2013 monitoring report set out the Vegetation Condition expert's conclusions of the previous two years monitoring, which were that:

The statistical analysis described above suggests that operation of the airport is not adversely affecting the quality of the heathland vegetation of Hurn, Common or Town Common when this is quantified in terms of botanical diversity.

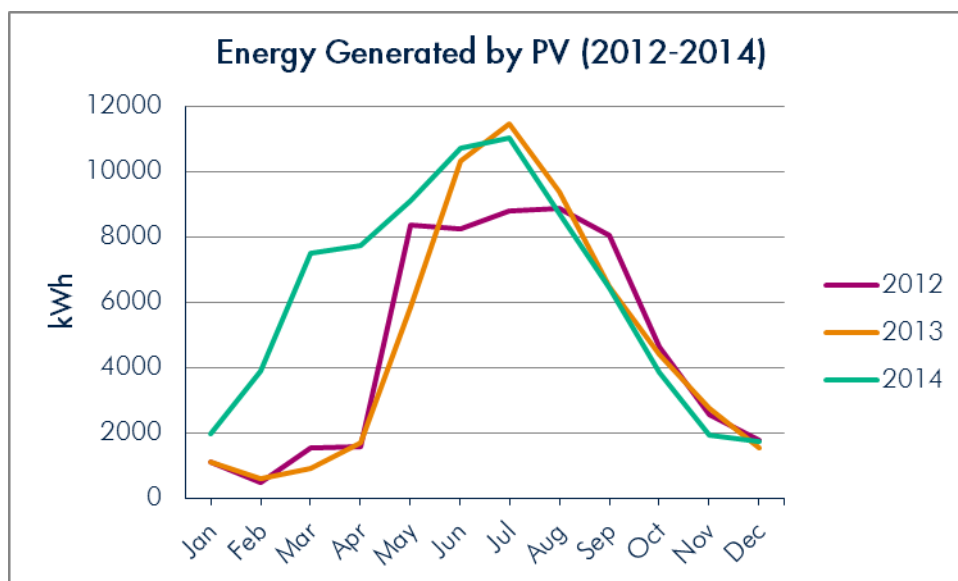
Furthermore it was recommended that:

A programme of nitrogen deposition monitoring could be used to detect any changes in the experimental plots and a different approach taken to vegetation sampling to ensure the most appropriate data capture in future years. A review of the appropriateness of fixed quadrats (paired) in light of the lack of mowing regime should be undertaken and include a method which provides the basis for robust statistical analysis. In addition the location of the nitrogen tubes should be reviewed to ensure that the most appropriate locations are selected in relation to future vegetation monitoring.

We are currently working with our consultants to potentially vary methodology in order to obtain more statistically significant results.

## 10. Tenth Schedule – Carbon Management Action Plan and Carbon Audit

10.1 The photo-voltaic (PV) installation on the roof of the arrivals building continues to make a significant contribution to reducing our energy consumption by generating 74,575 kWh of power for the calendar year of 2014. This is a 24% increase on the 56,514 kWh that was generated in 2013. As can be seen in the graph below, significantly more energy was produced during the first quarter of 2014 than in previous years.



10.2 With regard to energy consumption during 2014, a total of 63 tonnes of carbon were saved through the implementation of various energy saving schemes including; the conversion of street lighting to LED, the conversion of apron lighting to LED and modifications to lighting in the toilets of the Arrivals building.

10.3 The previous year's monitoring report informed that the Airport's rolling Energy Reduction Plan forecast a year- on- year reduction of energy use of 3% over the ensuing 3 years. To support this aim, a comprehensive energy monitoring system is now in place with improved metering that gives real time energy consumption data via a web based programme. This helps to identify areas where losses might be incurred and to identify further savings that can be made. The Energy Reduction Plan will examine improved technology solutions as they mature as an aid to reducing energy consumption.