

Bournemouth Airport

Annual Monitoring Report

2015



bournemouthairport.com



PART OF M.A.G

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1. Introduction

- 1.1 This is the eighth 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 2014 and 2015.
- 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 now stabilised. Although the total number of aircraft movements declined in 2015, the passenger throughput was at its highest for five years (707,279). This was due to the increase in frequency of Ryanair flights, increase in load factor on Ryanair and Thomson flights, and the presence of Flybe.



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
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
2015	707,279	44,954	6,268	38,686

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 2015. Some are scheduled destinations and others are served by charter aircraft.

Balearic Islands – Ibiza; Menorca; Palma
 Barbados
 Canary Islands – Gran Canaria; Lanzarote; Tenerife
 Channel Islands - Jersey
 Cyprus – Paphos
 Egypt – Sharm el Sheikh
 France – Biarritz; Deauville; Paris; Toulon Cote d’azur
 Great Britain – Glasgow; Manchester
 Greece – Corfu; Rhodes
 Ireland – Dublin
 Italy – Naples; Turin; Verona
 Malta
 Netherlands - Amsterdam
 Norway – Tromso; Bergen
 Portugal – Faro
 Spain – Alicante; Girona; Malaga; Murcia
 Sweden – Kiruna
 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.

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 a number of obligations, which have been set out in previous years' reports.
- 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. A further Deed of Variation to the S106 was made in 2014, detailed in the commentary on the sixth schedule set out later in this report.
- 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 also 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 eighth 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. The 2014 review did not materially alter the commitments made within the NAP; changes included new laws, regulations and policies that had been introduced and reporting on performance against the commitments that were originally made. The

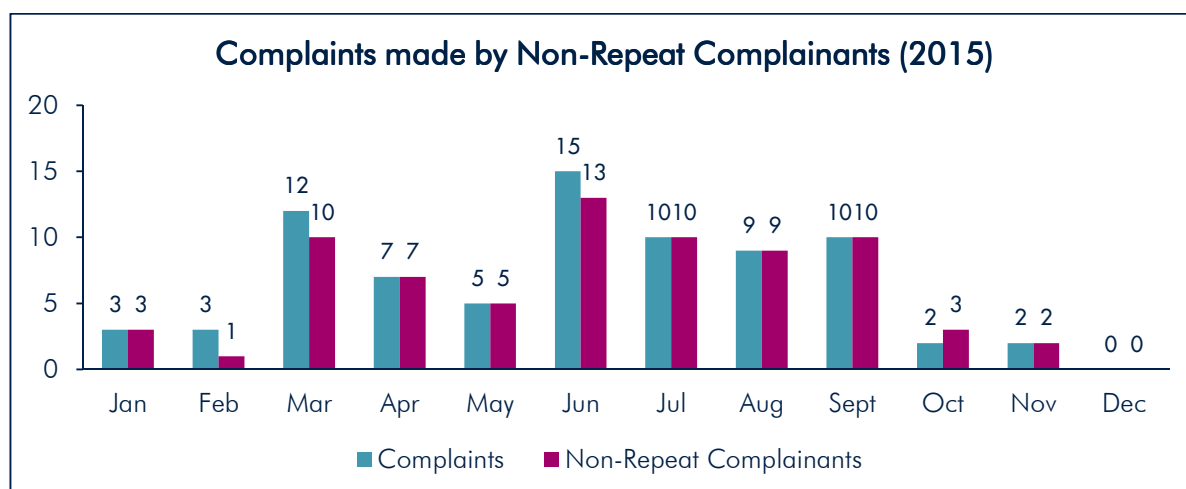
current arrangements for managing noise were deemed to be acceptable, and the Airport will continue to work with the local community to further reduce the impact of noise from airport operations.

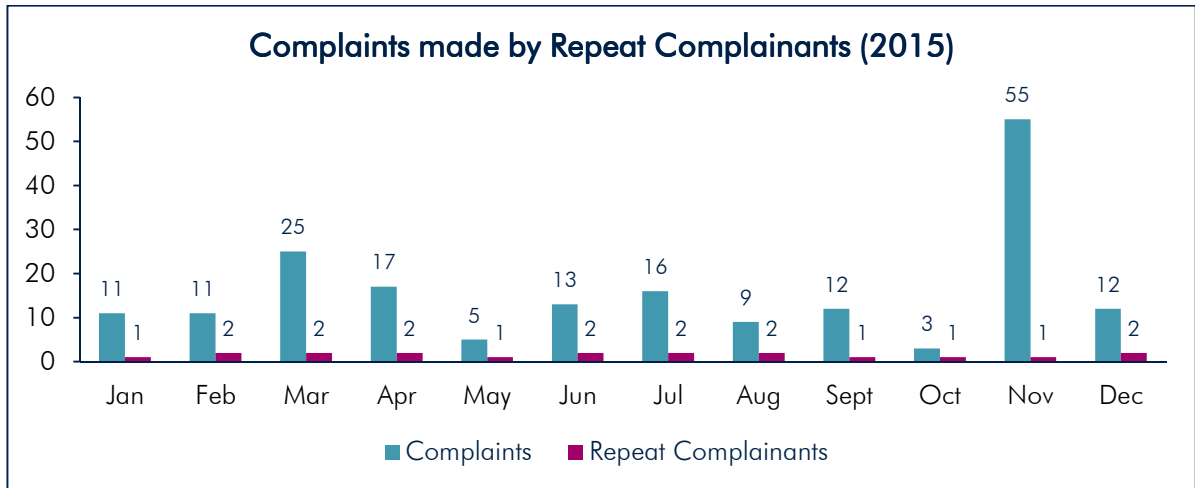
2.5 Further noise monitoring enhancements are due in the coming year with the installation of the latest noise and track monitoring technology across the Group. This will allow us to review, manage and report upon the paths followed by aircraft in 'real-time'. Mobile noise monitoring equipment can be 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

2.6 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.

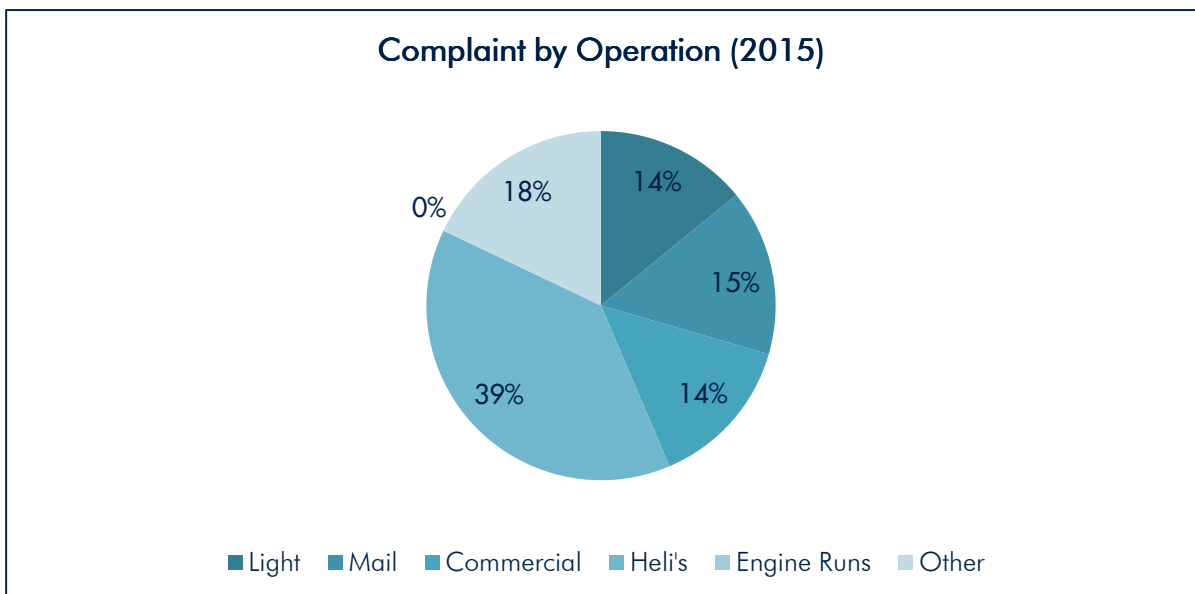
2.7 The complaints received have been divided between repeat and non-repeat complainants and are displayed in two separate graphs. This gives us a more accurate pattern of complaint origins and their nature.



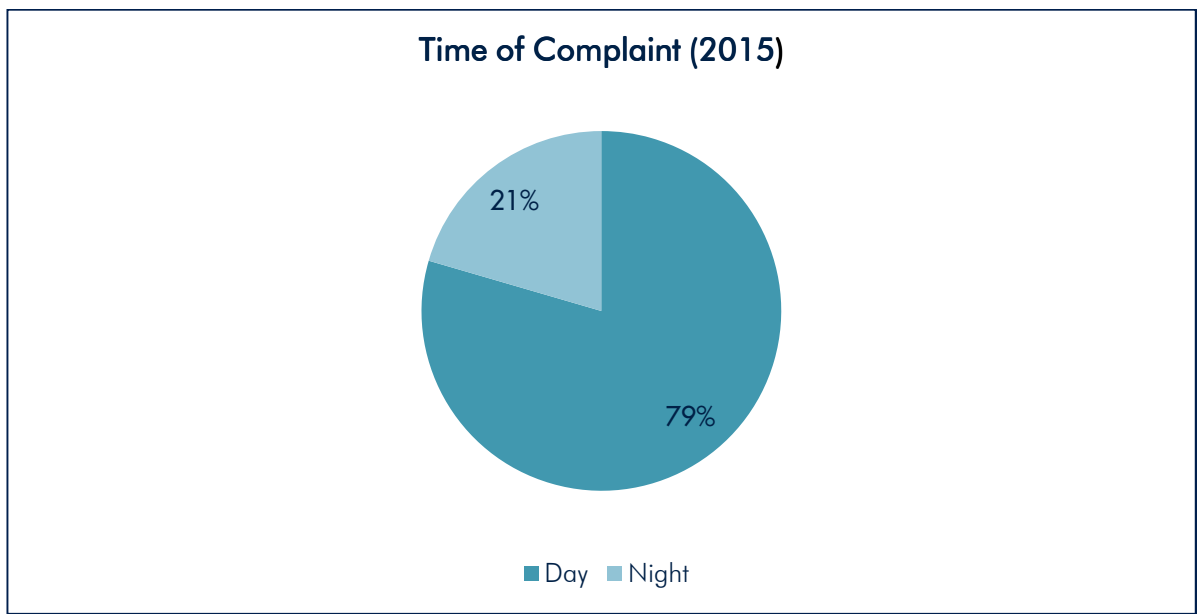


2.8 During 2015 the Airport received a total of 267 complaints; 78 from non-repeat complainants and 189 from just 3 active repeat complainants. These differences are particularly evident for the month of November when 55 complaints were made by 2 repeat complainants, compared with just 2 complaints made by other complainants. There has been a 23% reduction in the number of complainants between 2014 and 2015. This continues the pattern seen over recent years 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.

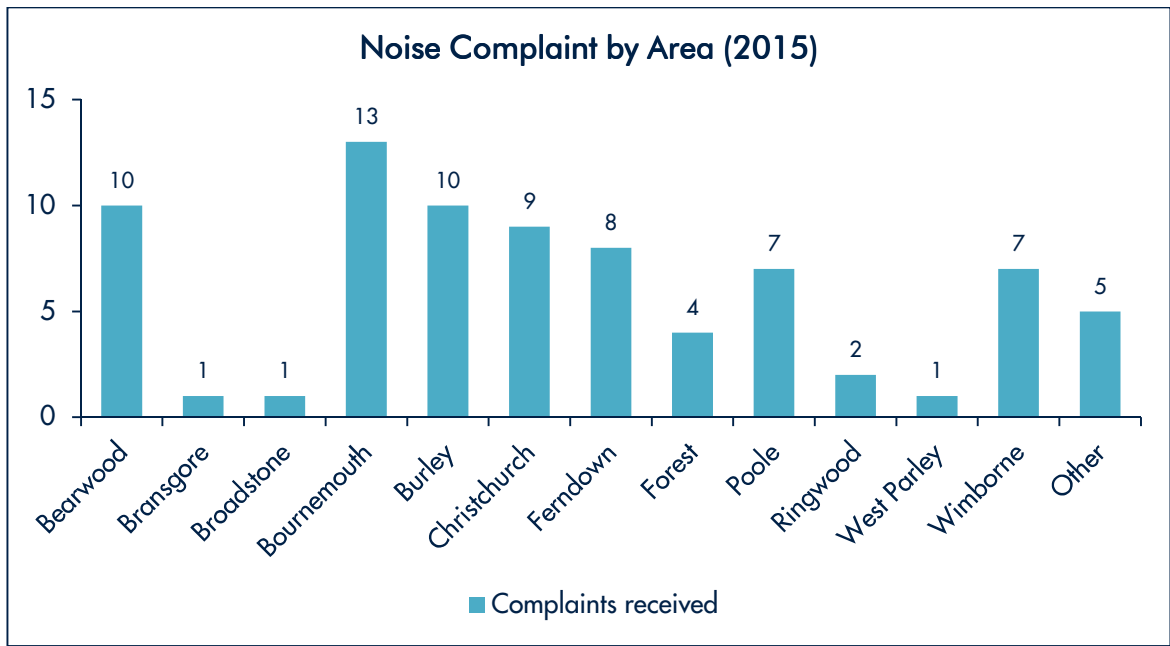
2.9 The nature of complaints has altered from previous years, with helicopter operations generating the largest amount of complaints - 39% compared with 4% the previous year. The percentage of complaints relating to the other operations has reduced.



2.10 As previously reported, the majority of complaints 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. Royal Mail ceased to operate mail flights from December 2015 so this is likely to further decrease the night time noise complaints.



2.11 With regard to the origin of noise complaints, the largest number were from Bournemouth, Bearwood and Burley. The number of complaints originating from Broadstone has fallen significantly from 35% of the total in 2014 to just 1% in 2015.



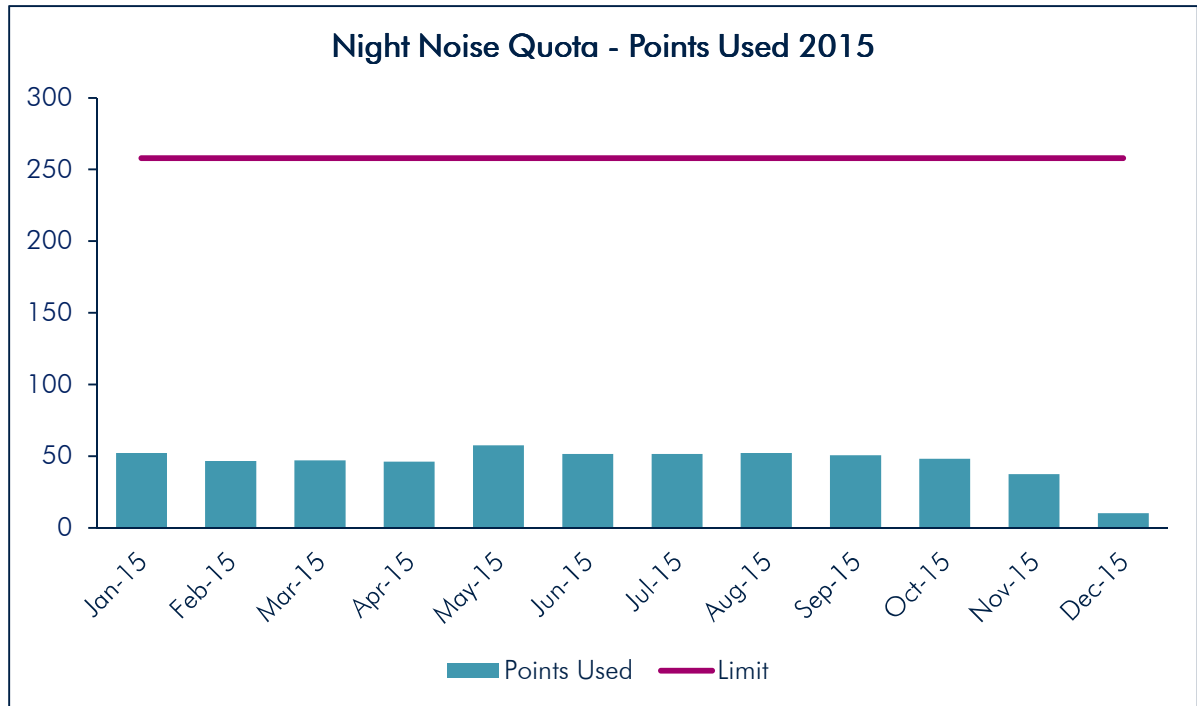
2.12 The Airport has produced a number of environmental factsheets setting out a number of the operational procedures and restrictions that apply. These are freely available to download from the Airport's web-site,
<http://www.bournemouthairport.com/bohweb.nsf/Content/environmentfacts>.

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 have 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 7th Noise Year as defined by the Agreement wording. The diagram below shows how the quota has been 'spent' this calendar year.

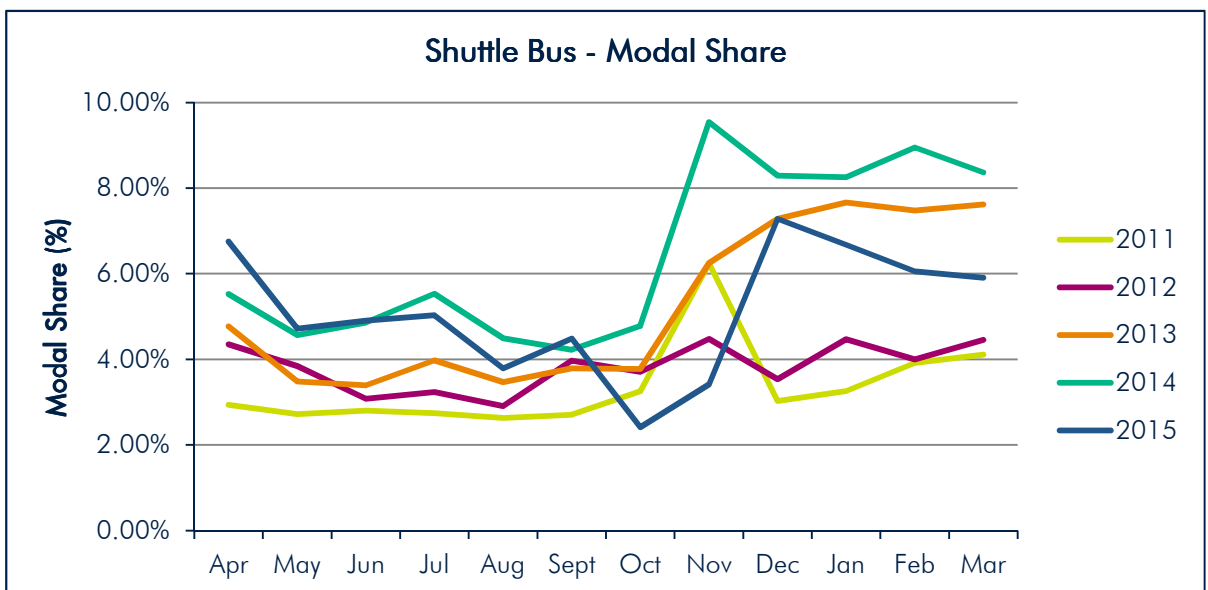
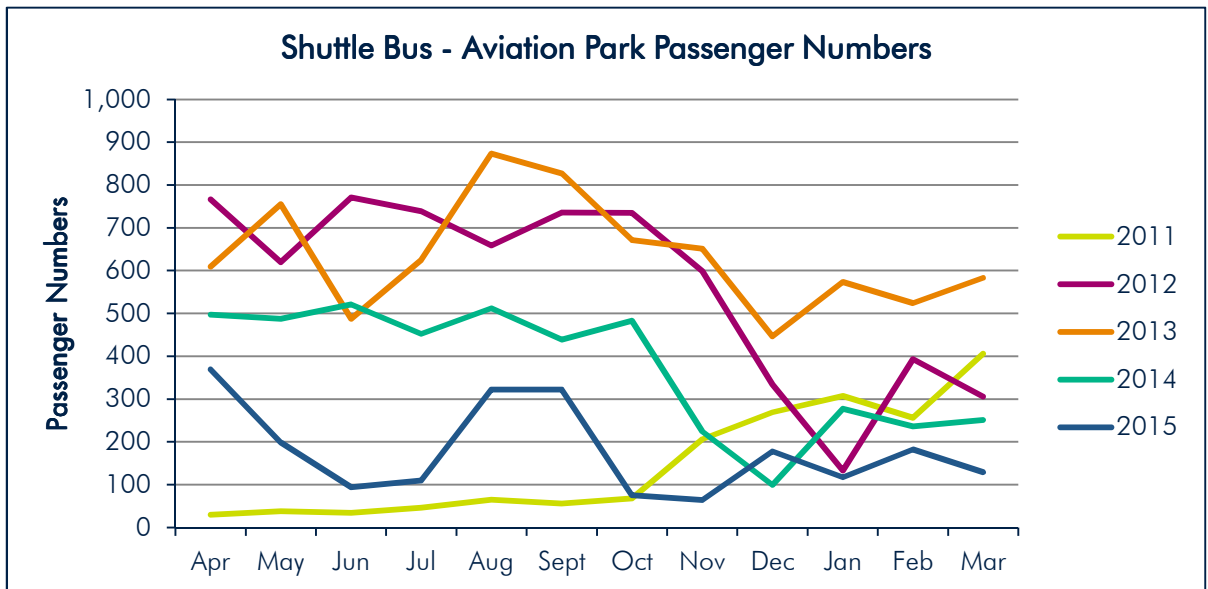
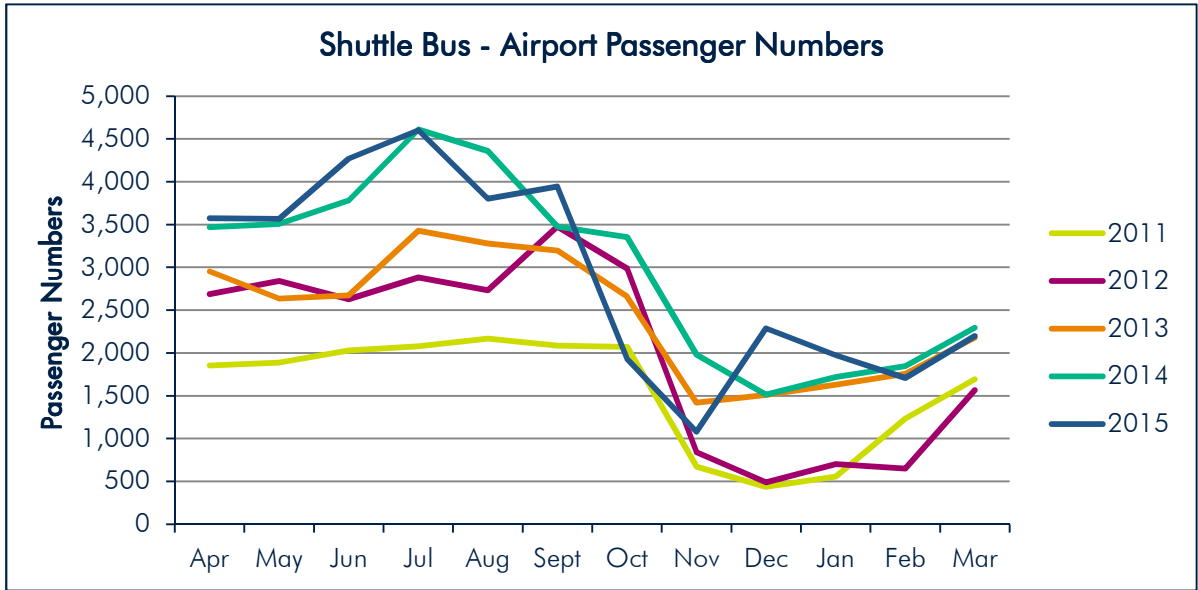


5. Fifth Schedule – Surface Access

- 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 During this contract we were able to amend the timetable to respond more directly to meeting flight times, putting us in a better position to deliver a more sustainable bus service provision. During quieter winter months we moved away from the one bus per hour required of the obligation, however during summer months the service operated 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 has historically met on a bi-annual basis and is attended by key transport providers, Local Authority representatives and interest groups. This programme of meetings has been amended slightly so that the full Forum meets annually, but a Travel Plan Working Group meets quarterly in order to deliver the Travel Plan actions. This new structure is working well. Shuttle bus passenger numbers and modal share figures are set out below.

Bournemouth Airport Shuttle Bus Passenger Numbers and Average Modal Share

Year	Modal Share	Airport Bus Passengers
2015/16	4.8%	34,973
2014/15	5.5%	35,907
2013/14	4.4%	29,307
2012/13	3.6%	24,480
2011/12	3.0%	18,758



- 5.5 The decline in Aviation Park passenger numbers since 2013 has been challenged by the Airport and the operator has not been able to account for this variation in usage. It is most likely due to problems in the operator's reporting of where passengers are actually boarding and alighting the bus. We are seeking to address this.
- 5.6 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.
- 5.7 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 17th 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 Christchurch Borough Council. The revised payment schedule is that three further equal payments will be made based on annual passenger throughputs (1.2, 1.8 and 2.4 million passengers per year) being achieved to make up the remaining contribution.

7. Seventh Schedule – Community Fund

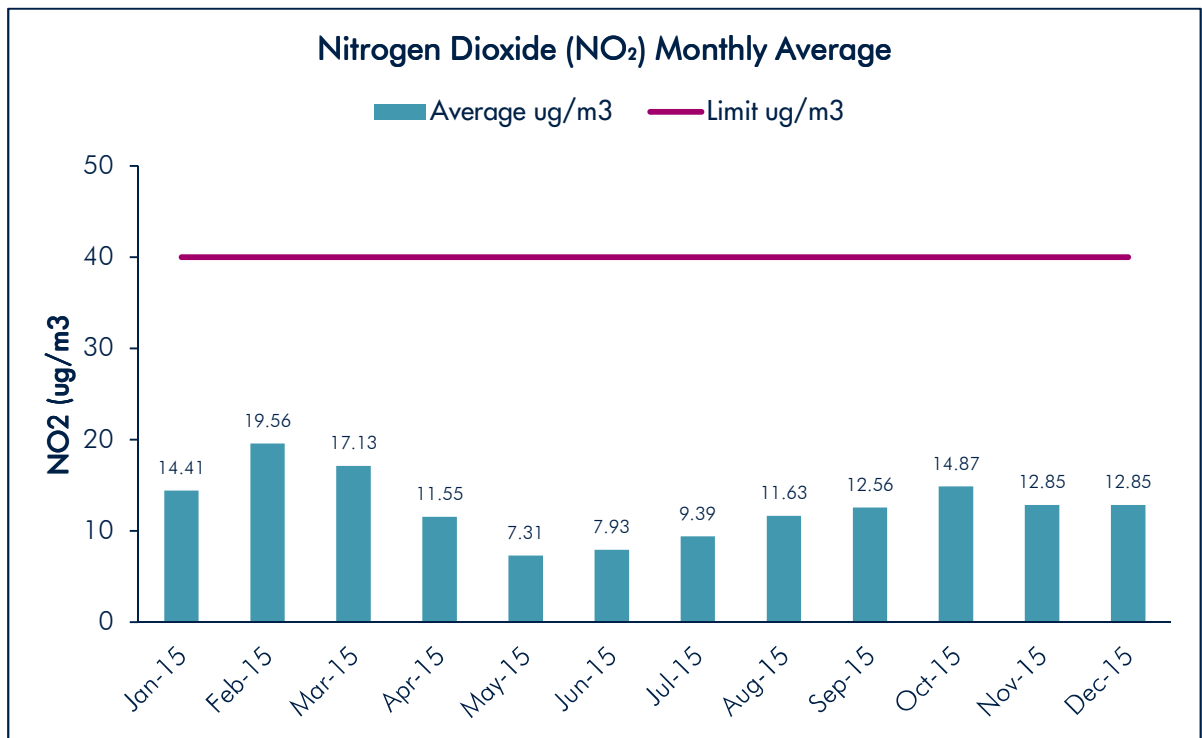
- 7.1 On 23rd January 2008 the Airport Company, in conjunction with Christchurch Borough Council, launched the Bournemouth Airport Community Trust Fund, by making £10,000 available per annum to community, social, recreational and environmental groups within the Borough of Christchurch.
- 7.2 The fund 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 2015 the Community Fund made eight grants. The total amount awarded was £19,480. This included £1500 to Christchurch Activities for Young People for circus skills equipment and £1000 to Somerford ARC Radio to fund a youth radio station.

8. Eighth Schedule – Public Art

- 8.1 The 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.



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.

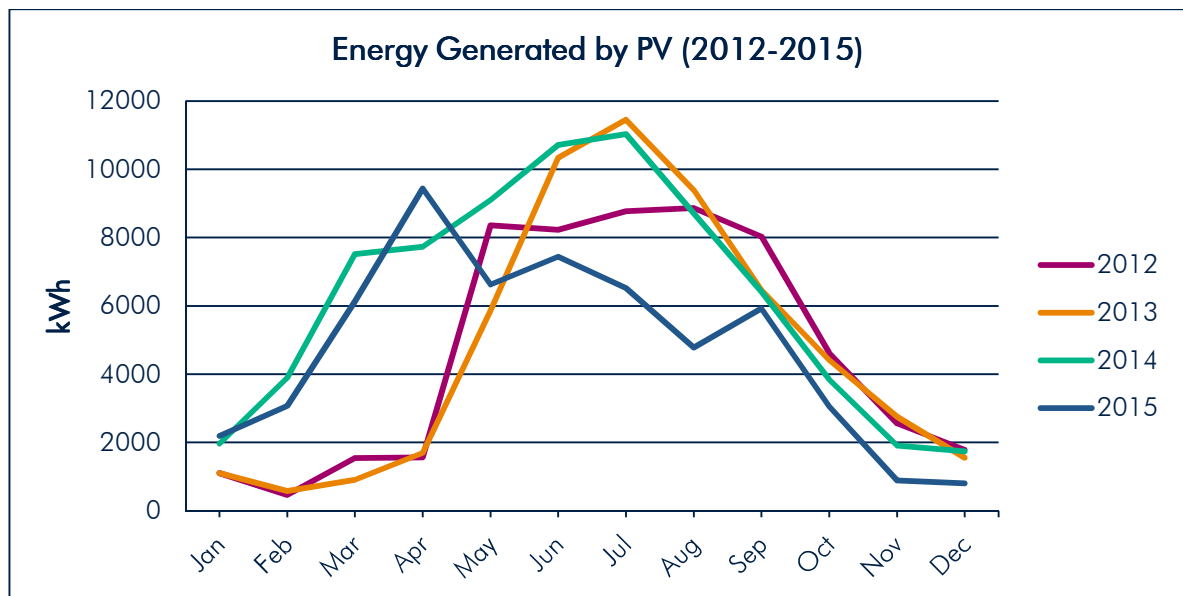
Furthermore it was recommended that:

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.

- 9.3 During 2015, we worked with our consultants to change the methodology in order to obtain more statistically significant results. Subsequent vegetation monitoring is currently being undertaken and data will therefore be available for 2016.

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, generating 56,874 kWh during 2015. This is a lower total value than in 2014 due to weather conditions not being as favourable during the summer months. The annual total is however comparable to 2012 and 2013.



10.2 With regard to energy consumption during 2015, a total of 39 tonnes of carbon were saved by replacing the lighting within the departures building with LED lighting. The energy savings were not as great as the previous year given that 2014 saw the introduction of much larger schemes such as the apron LED lighting.

10.3 The 2013 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 (EMS) is in place and we are currently looking to align this with flights arrivals and departures. This would conserve energy usage whilst the terminal was not in use.