

BOURNEMOUTH AIRPORT

NOISE ACTION PLAN

SUMMARY REPORT

1 INTRODUCTION

- 1.1 The Environmental Noise Directive (END), which is implemented within the UK by the Environmental Noise (England) Regulations 2006 (as amended) requires all major roads, railways and airports to assess the noise that arises from their use and to publish the results in the form of noise maps.
- 1.2 The Regulations also require Airport operators to publish a detailed noise action plan (NAP) to assess the noise maps and to ensure that appropriate measures are implemented to ameliorate the effects of environmental noise. The assessment process requires airports to consider the current noise impact of their operations, as shown by the noise maps, together with the current control measures they have in place and then to come to a view as to whether or not the current impact is acceptable. If it is considered acceptable then it can be assumed that the current controls are adequate, if not, then further action is required.
- 1.3 This report summarises the Airport's NAP, explains the regulatory context and summarises the results of a supporting public consultation undertaken to inform the development of the Plan.

2 BOURNEMOUTH AIRPORT

- 2.1 Bournemouth Airport was originally built during World War II to provide an operating base for the RAF. Shortly before the end of the war it was converted into a municipal airport, and the Government designated it as the intercontinental airport for the UK. By 1945 long haul routes were being flown to North and South America, Africa and Australasia.
- 2.2 The Airport was incorporated under the Airports Act in 1986 and was owned by Bournemouth Borough Council (BBC) and Dorset County Council (DCC). It passed into private ownership in April 1995 and, in 2001, was acquired by Manchester Airport plc, joining Humberside and East Midlands Airports as part of the Manchester Airports Group.
- 2.3 The Airport site is divided into distinct zones. To the south-east of the runway, is the main commercial passenger airport, incorporating the main terminal buildings, aircraft apron, car parking and airport support facilities. This area was the subject of the Air Transport White Paper Master Plan. To the north of the runway there are two distinct zones. The northernmost comprises an area of heath and river corridor, most of which has Site of Special Scientific Interest (SSSI) status. South of this heathland is an area of industrial and commercial development.

2.4 In 2009, 868,000 passengers used Bournemouth Airport, compared to 462,000 in 2003. The Air Transport White Paper suggests that Bournemouth could be handling anywhere between 3 and 4.5 million passengers per year by 2030, dependant on the delivery of additional capacity in the South East of the country, more particularly at the main London airports.

3 THE CONTROL OF NOISE AT BOURNEMOUTH AIRPORT

3.1 Bournemouth Airport has for many years sought to minimise the effects of aircraft noise. The granting of planning permission in 2007 for an extended and refurbished terminal provided an opportunity for a substantive review of the measures taken by the Airport to minimise the impact of aircraft noise. The resulting noise programme that was adopted is modern, wide-ranging and comprehensive. The measures to be introduced are enshrined within a 'Section 106' legal agreement between Christchurch Borough Council and the Airport and the Airport's progress in meeting these enhanced noise control measures is publically reported annually.

3.2 As required by the Regulations, Bournemouth Airport's Noise Action Plan has been informed by feedback from public consultation. The public consultation of the Airport's draft Noise Action Plan provided valuable information and informed a number of further improvements to the measures take by the Airport to minimise the effects of aircraft noise.

3.3 The Table below summarises the main measures taken by the Airport and indicates where further improvements have been implemented as a result of the Noise Action Planning process.

Table 1 – Noise Controls at Bournemouth Airport

Key Noise Control Measures	Key Enhancements in NAP
<p>Reducing aircraft noise at source</p> <p>BIA has agreed a legally binding limit on the numbers and types of aircraft that may operate at night. This agreement is expressed as a 'quota count'</p>	
<p>Land-use planning</p> <p>BIA has a regular liaison committee with the Environmental Health Officers of local district councils to provide information on noise management.</p> <p>Each year for the busy summer season noise contours are calculated and published to show how the noise impact of the Airport is changing and to inform land use planning.</p>	<p><i>This committee was established as a direct result of the NAP.</i></p> <p><i>This is a new measure arising as direct result of the NAP.</i></p>

Key Noise Control Measures	Key Enhancements in NAP
Noise Abatement Procedures	
Routing instructions are published instructing pilots of departing aircraft to fly a track that avoids, as far as is possible, the more populated areas, to minimise noise impact.	<i>These instructions were reviewed and amended as a direct result of the comments received during the consultation of the draft NAP.</i>
Departing aircraft are instructed to climb as steeply as is consistent with safe operations to ensure they achieve maximum height.	
It is common, particularly for training and light aircraft to fly circuits in the vicinity of the Airport. Minimum circuit heights are imposed and circuits are not permitted at night.	<i>The minimum circuit heights were increased from 1,000 feet to 1,200 feet as a direct result of the NAP.</i>
Particularly following maintenance or repair aircraft are required to run their engines whilst they are on the ground. These operations are only permitted in agreed locations on the aerodrome and are prohibited during evenings, night time, Sundays and Public Holidays.	
Wherever possible landing aircraft fly a continuous descent approach (CDA). This technique reduces engine noise and increases altitude.	<p><i>Closer liaison, as direct result of the NAP, has improved the way in which aircraft operations are co-ordinated between air traffic controllers at Bournemouth and Southampton airports and CDA is now achieved more often.</i></p> <p><i>Landing aircraft (except small propeller engine aircraft) are required to maintain an altitude of at least 2,000 feet until they are established on final approach.</i></p>
Landing aircraft are instructed to minimise the use of reverse thrust (engine braking).	
Restrictions on the noisiest aircraft types	
Those aircraft that have a quota count of 8 or 16 are not permitted to operate at night and those aircraft with a quota count of 4 are not permitted to schedule operations at night.	
Monitoring and engagement	
BIA was one of the first in the UK to introduce the WebTrak radar replay service, which allows members of the public to replay aircraft operations, to display their identity and altitude.	<i>A number of important amendments were made to the WebTrak system in response to the comments received during the consultation of the NAP.</i>
BIA has a well established complaints procedure to record, investigate, respond and report all instances of noise disturbance.	<i>The noise complaints procedure was significantly enhanced as a result of the NAP, including reducing the response time from 10 working days to 5.</i>
BIA use its web site to make available information including noise monitoring, complaints and information about aircraft operations.	<i>This information has been made more accessible as a result of the NAP and the content is being progressively improved in response to the results of the consultation.</i>

- 3.4 The additional noise mitigation measures we have implemented as a result of the NAP process will serve to improve the clarity and effectiveness of our communications with our key stakeholders with, for example, improvements to our radar replay service, WebTrak and the new guidance materials now available on our web site. The additional measures will also produce tangible and significant reductions in aircraft noise. Continuous descent approach (CDA) has been shown to reduce noise by up to 5 decibels and our ability to consistently achieve CDA will continue to improve through our partnership working. The changes we have made to routing instructions applying to departing aircraft will prevent aircraft deviating from the preferred track and in the case of westerly departing aircraft turning south towards mainland Europe the number of people exposed to aircraft noise will be considerably reduced by an estimated 22,500 people, or 43% using the Sound Exposure Level footprints for both 80 and 90 dB(A) as specified in CAP 725 CAA *Guidance on the Application of the Airspace Change Process*.
- 3.5 Aside from the staff costs of amending procedures and operational requirements, most of the improvements that we have identified will not incur additional cost, as they are the result of changes to the way that we operate. Improving CDA will reduce fuel burn and is therefore likely to result in reduced operating costs for airlines. Where our commitments require additional expenditure, such as the commitment to annual noise modelling, which will incur annual costs of the order of £10,000, we believe that the additional expenditure is a proportionate response and forms part of our ongoing commitment to invest in environmental improvements.

4 THE STRATEGIC NOISE MAPS

- 4.1 In accordance with the requirements of the Regulations, 5 Strategic Noise Maps covering different times of the day and night were produced for Bournemouth Airport. These maps and a detailed explanation of their derivation are available in the Airport's NAP. The principal noise map, covering the full 24 hour period, is included in this summary report as Appendix 1. This map shows that higher noise levels only occur in relatively sparsely populated areas in very close proximity to the Airport. The lowest of the noise contours extends approximately 3km to the west to take in an area of area of north Bournemouth (Kinson and Northbourne). This largest contour encompasses an area of 10.34 sq km, which is estimated to include 1,500 dwellings.
- 4.2 The Strategic Noise Maps are consistent with those that we have previously considered and which informed the development of our Master Plan in 2007. They do not expose any new areas of population to increased noise levels.

5 PUBLIC CONSULTATION

- 5.1 The draft Noise Action Plan (NAP) was prepared for consultation in discussion with members of the Airport's Independent Consultative Committee, so even

prior to the formal public consultation it had been subjected to a degree of independent scrutiny and oversight.

- 5.2 The Consultation draft NAP was circulated to the list of consultees that were consulted on the Airport Master Plan. This included all adjoining Local Authorities, local Members of the U.K and European Parliaments, Industry bodies, control authorities and protection agencies and assorted local interest groups. A list of consultees is included as Appendix 2.
- 5.3 The draft NAP was also placed on deposit at main libraries and Local Authority offices in those boroughs that appeared in the Noise Maps, namely Christchurch, Bournemouth, East Dorset and New Forest District. After comment from the Consultative Committee it was also deposited in Ferndown and Poole libraries and at the Borough of Poole offices. The consultation period ran for a period of 16 weeks and came to a close on 21st October 2009.
- 5.4 The Airport's web-site contained a prominent and direct link to the draft NAP and press releases were issued to advertise the document's existence. Articles appeared in 12 local newspapers and publications and items were broadcast on local radio stations too. Copies of the draft NAP were available to download, and hard copies of the document were also offered upon request.
- 5.5 A series of public meetings was held in order to present the draft NAP and to answer questions about its contents.
- 5.6 Consistent with its broader approach to community engagement, Bournemouth Airport exceeded the consultation requirements set out in the Defra Guidance by consulting beyond those areas contained within the strategic noise maps.
- 5.7 In total, 122 individual responses were received from both organisations and members of the public. Full details of respondents are set out in the full NAP. In addition over 500 pro-forma responses were submitted as a result of a local campaign, principally in the Broadstone area, in response to an article in the local press. Petitions containing a total of 400 signatures were also submitted by residents in the North Poole and Thorney Hill / Burley areas. These petitions were mainly based on a misleading newspaper report about an airline's summer 2010 schedule and weren't directly connected to the contents of the draft NAP or to its consultation process, rather they were coincident.
- 5.8 The most frequently expressed feedback was:
 - Concerns about night flying, particularly the potential for any future expansion of operations at night
 - An objection to the Airport's night noise limit, expressed as a 'quota count'
 - Concerns about aircraft routings
- 5.9 On the basis of the responses and feedback from the public meetings a number of further improvements have been adopted, as summarised in Table 1. Whilst these improvements go beyond the strict scope of the NAP, they

were felt to reflect the broader intent of the exercise to assess and consider the impact of aircraft noise and to ensure that the measures taken are appropriate.

6 CONCLUSION

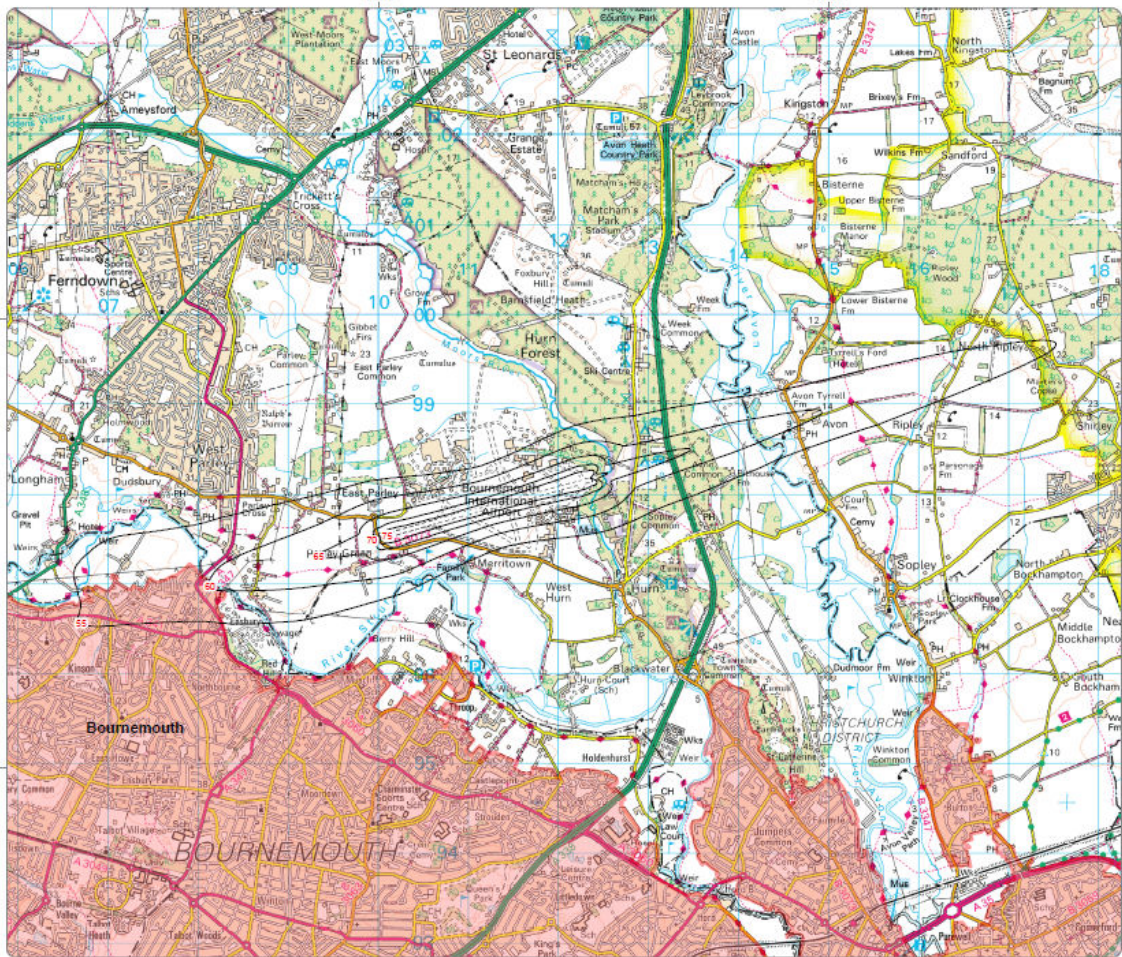
- 6.1 Having taken account of all relevant factors we conclude that, given the noise controls in place at Bournemouth Airport, the noise impact is acceptable and that the Airport's controls remain robust, fit for purpose and sufficiently responsive to future growth.
- 6.2 We remain receptive to new ideas and fully accept the need to seek continuous improvement. Many points and suggestions made to us during the public consultation exercise which, whilst not directly related to the strategic noise mapping exercise as required by the NAP process, are nevertheless of great interest to the Airport and will be pursued. We will continue to consider these carefully in our future monitoring and review processes.

7 FURTHER INFORMATION

- 7.1 Further information on all aspects of Bournemouth Airport is available on the Airport's web site (www.bournemouthairport.com) including a copy of the full Noise Action Plan. Alternatively further information can be obtained by contacting the Airport using environment@bournemouthairport.com or by telephone using 01202-364111.

APPENDIX 1

STRATEGIC NOISE MAP (L_{den}) BOURNEMOUTH AIRPORT



○ Noise Contour (dB)

■ First Round Agglomeration



Noise level contours reproduced from strategic noise maps prepared by the Competent Authority

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APPENDIX 2 - LIST OF CONSULTEES

Airport Consultative Committee
Airport Pilots Forum
Airport Transport Forum
Borough of Poole
Bournemouth & Christchurch TUC
Bournemouth Airport Service Partners
Bournemouth Borough Council
Bournemouth Chamber of Trade
Bournemouth, Poole & Dorset Economic Partnership
Bransgore Parish Council
Bransgore Residents Association
Burley Parish Council
Campaign for the Protection of Rural England
Christchurch Borough Council
Christchurch Chamber of Trade & Commerce
Christchurch Community Partnership
Civil Aviation Authority
Colehill Parish Council
Department for Transport
Dorset Business (Chamber of Commerce)
Dorset County Council
Dorset Federation of Residents Associations
Dorset Strategic Partnership
Dorset Wildlife Trust
East Dorset Community Partnership
East Dorset District Council
Environment Agency
Ferndown Town Council
Forestry Commission
Friends of Brockenhurst
Friends of the Earth
Government Office for the South West
Hampshire County Council
Highways Agency
Hurn Parish Council
MEPs:
Mr G Booth, MEP
Mr G Chichester, MEP
Mr N Parish, MEP
Mr G Watson, MEP
MPs:
Mrs A Brooke, MP
Sir J Butterfill, MP
Mr C Chope, MP
Mr T Ellwood, MP
Mr O Letwin, MP
Mr D Swayne, MP
Mr R Syms, MP
Mr R Walter, MP
Natural England
Network Rail

New Forest District Council
New Forest National Park Authority
New Milton Town Council
Respondees to the Master Plan
Ringwood Town Council
RSPB
Sopley Parish Council
South West Regional Development Agency
St Leonards & St Ives Parish Council
St Leonards South Landowners Association
Verwood Town Council
West Christchurch Residents Association
West Parley Town Council