

**SOUTHAMPTON INTERNATIONAL AIRPORT
CONSULTATIVE COMMITTEE**

(Constituted under Section 35 of the Civil Aviation Act 1982)

Civic Offices Leigh Road
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A R Ward

Solicitor and Honorary Secretary to the Committee

DATE: 1 October 2010

**Thursday, 14 October 2010
2pm Civic Offices, Leigh Road, Eastleigh
AGENDA**

Prior to the start of the meeting there will be a short session (maximum 15 minutes in total) giving the opportunity to relevant organisations, whose interests are not formally represented by a committee member, to speak. Those wishing to participate should telephone the above number in advance of the meeting to book a place.

CHAIRMAN'S WELCOME

1. Apologies for absence
2. Minutes (Pages 1 - 6)
3. Airport Managing Director's Report (Pages 7 - 28)
4. Preparations for the 2012 Olympics - presentation by Jan Halliday
5. Cruise packs - Jan Halliday
6. Monitoring of the Flying Controls Agreement - Tony Wright, Eastleigh Borough Council (Pages 29 - 32)
7. Technical Working Group feedback - minutes of the last meeting (Pages 33 - 36)
8. Date and time of next meeting

The next meeting will be held on Thursday 10 February 2011 at 2pm at the Civic Offices, Eastleigh.

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SOUTHAMPTON INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE

Thursday, 10 June 2010 (2:00 pm – 3:35 pm)

Mr T Balcombe (Chairman)
Councillor Godfrey G Olson OBE (Vice-Chair)
Richard Ward (Hon Secretary)

Members Present:

Councillor David Airey	Eastleigh Borough Council
Councillor Eleanor Bell	Winchester City Council
Phil Dominey	South West Trains
Mrs M Finch	Bitterne Park Residents' Association
Mr A Jones	Co-optee
Ms L M Luland	Winchester & District Trades Union Council
Councillor J S Neal	Test Valley Borough Council
Mr R Robinson	Southampton City Council
Diane Sebon	Townhill Park Residents Association
Robin Tice	Winchester City Council and (Winchester Air Group)
Mr G Wilkinson	Southampton Action for Access

Deputies Present:

Dave Lees	Southampton International Airport
Councillor Edward Osmond	Southampton City Council
Councillor Richard Uren	Bishopstoke Parish Council

In Attendance:

Mr Mark Gibb	Southampton International Airport Ltd
Mrs Jan Halliday	Southampton International Airport
Samantha Musselwright	Southampton International Airport
Stewart Smith	Southampton International Airport
Karin James	Eastleigh Borough Council

Apologies:

Mrs Susan Blatchford	Southampton City Council
Kevin Brown	Southampton International Airport
Jimmy Chestnutt	Southampton and Fareham Chamber of Commerce
County Councillor Davidovitz	Hampshire County Council
Gay Roberts	Aviance
Councillor Royston Smith	Southampton City Council
Councillor Victor Snook	Bishopstoke Parish Council
Councillor Mrs J Sortwell	West End Parish Council
Councillor Anne Winstanley MA (Cantab)	Eastleigh Borough Council

Denise Barlow	Southampton and Fareham Chamber of Commerce
Councillor John Slade	Southampton City Council
Mrs J Smith	Bitterne Park Residents' Association
Councillor G Sortwell	West End Parish Council
Councillor Matthew Stevens	Southampton City Council

Steve Brine MP
John Denham MP
Chris Huhne MP
Alan Whitehead MP

1. ELECTION OF CHAIR

RESOLVED -

That Tony Balcombe be appointed Chairman of the Committee for the year 2010/11.

The Committee congratulated Tony Balcombe, as this meeting marked the 40th anniversary of his membership of the Committee.

2. ELECTION OF VICE CHAIR

RESOLVED -

That Councillor Godfrey Olson be appointed Vice Chairman of the Committee for the year 2010/11.

3. APPOINTMENT OF HONORARY SECRETARY

RESOLVED –

That Richard Ward be appointed as Honorary Secretary for the year 2009/10.

4. MINUTES OF MEETING THURSDAY, 11 FEBRUARY 2010 OF AIRPORT CONSULTATIVE COMMITTEE

The minutes of the meeting of 11 February be signed by the Chairman as a correct record, subject to a correction to item 7 paragraph 6 which should read Lucy Luland of the Winchester and District Trades Union Council.

5. UPDATES FROM THE CHAIRMAN FOLLOWING THE NATIONAL CONFERENCE

Richard Ward updated those present that Air Passenger Duty was likely to be replaced with a 'per plane' tax and would in future apply to freight as well as passenger flights. It was hoped that in this way more money would be collected and the intention was to raise £3bn as opposed to £2bn from the previous plans. Following the conference, and the paper submitted by this Committee the UK Airport Consultative Committee Liaison Group had forwarded a letter to the Treasury expressing support in principle the move away from the per passenger tax there was concern that the change to the new tax should not be used as an excuse unduly to increase the amount collected from the public. In particular that the Government should be honest

in its reasons for the amounts of new tax to be levied and provide reassurance that some at least of any increase in revenues would be used for environmental or sustainable transport projects.

Furthermore concern was expressed that such a tax on freight only flights might result in operators choosing to switch their operating base to neighbouring European airports and then to transport goods into and out of the UK by road so as to avoid incurring the UK aviation tax. Road traffic would then be increased contributing more emissions and incurring more congestion on the roads. It was felt that such a practice should be discouraged so as to preserve the environment and the UK economy.

6. AIRPORT MANAGING DIRECTOR'S REPORT

Dave Lees, Operations Director presented the Managing Director's report previously circulated to members with the agenda. He then proceeded to answer questions arising from the report.

Councillor David Airey asked whether the general feeling was that the current fall in passenger numbers had bottomed out – subject to weather and volcanic ash. Although it was difficult to assess the impact Mr Lees advised that there was tempered optimism.

Questions were asked regarding the overlap between routes to and from Bournemouth and Southampton, and the re-establishment of the route to Croatia. The Committee was advised there were 10 overlaps in total which included: Dublin, Jersey, Manchester, Alicante, Palma and other Mediterranean destinations. and the route to Croatia had been stopped until June but had been re-established, it was hoped a new tour operator might be found who might cause an increase in the requirement for flights to Croatia.

In response to Councillor James Neal's question regarding compensation for cancellations caused by volcanic ash, the Committee were advised such compensation was unlikely in the present economic climate.

7. MONITORING OF THE FLYING CONTROLS AGREEMENT - TONY WRIGHT, EASTLEIGH BOROUGH COUNCIL

The Committee noted the report by the Head of Regeneration and Planning Policy at Eastleigh Borough Council which summarised the statistics of operational activity at Southampton Airport for the period January to April 2010 provided by BAA Southampton in accordance with the Flying Controls Agreement between the owners of the Airport and the Borough Council.

8. SOUTHAMPTON AIRPORT AND THE CRUISE MARKET - JAN HALLIDAY, DIRECTOR OF MARKETING & COMMUNICATIONS AIRPORT DEVELOPMENTS

Jan Halliday, Director of Marketing and Communications at the Airport gave a presentation on links between the Airport and the growing cruise market in this area. She advised that cruise passenger numbers had increased from

1m passengers in 2009 to an estimated 1.2m in 2010 and a predicted 1.35m in 2011. Such numbers had an effect on the airport and services required. The Airport were working with the Cruise Partnership, part of Business Southampton. The intention was to ensure that passengers experienced a smooth journey between the airport and the port. Members of the partnership include the Port, Airport and various cruise companies.

Cruise packs had been made for passengers and included: Map of Southampton (port locations); Airport Flight Schedule; Cruise Leaflet – Hampshire Attractions, Transport Options & Airport Information; Vouchers for Airport Shopping, all tailored for individual passenger needs.

Airport facilities included: left luggage; Bureau de Change – TTT Moneycorp (exclusive special offers); Free Gift at World Duty Free (*requires £50 spend); Mitchell's Kitchen & Bar offer (free drink with meal). Also Airport flight schedules provided to every passenger, for onward travel plans upon arrival in Southampton.

Recent 'rescues' of passengers stranded by volcanic ash had been undertaken by cruise ships and passengers were provided with airport timetables for flights which were then available.

Members of the Committee expressed their interest in seeing the passenger packs provided.

9. AIRPORT DEVELOPMENT UPDATES - DAVE LEES, OPERATIONS DIRECTOR

Dave Lees gave a presentation on current development updates at the Airport, these included: improved access from Parkway Station, providing covered cycle pathway and access with a covered link; improvements to the welcome and security at the airport with previous temporary concrete bollards being replaced with extremely strong stainless steel posts providing the same security with an attractive appearance. Refreshment areas and toilet facilities had been updated as well as replacement of glazed sections of the airport building with eco glass which would be energy saving. The Airport would be the first UK airport with solar powered airfield lighting installed. Multilat commissioning was underway with 6 of 7 masts already installed which provided precision location of aircraft. The runway was to be re-categorised to CAT1 with the associated improvements.

Geoff Wilkinson expressed his delight with the improvements to access between the Airport and Southampton Parkway Station, but did highlight some areas where problems were still being encountered: on route from the Airport to the crossing there is a large bollard in the middle of the footpath which was potentially hazardous to the visually impaired. This he felt should be taken off the footway. The route from the lift to the access gate had a handrail provided and although this should be uninterrupted a post has been installed on the footway side of the rail which obstructed access. The sign/gate was painted orange throughout, however in accordance with BS8300 a contrasting colour should be used for those visually impaired. The stainless steel bollards could be problematic for the visually impaired particularly in bright sunlight and they had been identified as a trip hazard for

persons with a guidedog on a lead. Mr Wilkinson thanked Phil Dominey from South West Trains for their communications with him previously. Mr Dominey agreed to feed back the problems identified and as it was the intention that all facilities should meet current standards these might be addressed as part of the snag list incurred at the end of any project.

Councillor Eleanor Bell queried facilities available to the hearing impaired when arrival/departure screens were out of order, particularly where a person was normally totally independent. Mr Lees agreed to investigate problems identified.

10. TECHNICAL WORKING GROUP TERMS OF REFERENCE AND UPDATES

Mark Gibb explained the Technical Working Group (TWG) was a Sub Group to the Airport Consultative Committee, comprising:

- ▶ Senior operational staff of BAA Southampton
- ▶ Representatives of National Air Traffic Services (Air Traffic Control)
- ▶ Senior base from Flybe
- ▶ Officer representatives of Southampton City Council, Winchester City Council and Eastleigh Borough Council
- ▶ Chairman of Southampton Airport Consultative Committee

The background to the Group set up in 2005 was given as follows:

- ▶ A fundamental part of the Section 106 Agreement that provides governance for Airport activity
- ▶ EBC led consultation concluded in February 1996
- ▶ Community Information leaflets published during consultation
- ▶ Established aircraft routings in place mid 1996
- ▶ Published procedures for aircrew and ATC

The Role of the TWG was to establish preferred aircraft routeing procedures, that minimise noise disturbance to the communities around the airport resulting from airport and / or aircraft operations and to consider the continued appropriateness of the current Preferred Routeing scheme. The Key Focus areas were outlined as: 4nm visual join from the South (2006 – scheme adopted); 2.5nm departure track North (2007– scheme adopted); and the Community Guidance Document. The Next steps would include: V2+10 Continuous climb trials (2004/5); Noise Action Plan; Implementation of Multi Lateration Track Investigation tool; Consideration of visual arrival joining point to the North; Airspace – future shape and size (CDA's); SBAS – satellite technology approach; Instrument Landing System for the southerly runway.

Neil Scott then outlined the noise contour maps distributed at the meeting. He explained that these contour maps were produced annually from June to September and the contours changed year on year dependent on weather conditions and the aircraft used. They were produced from actual flight data. The footprint for the Noise Action Plan covered data for the whole year and not just the Summer period.

11. DATE AND TIME OF NEXT MEETING - THURSDAY 14 OCTOBER 2010 M4196

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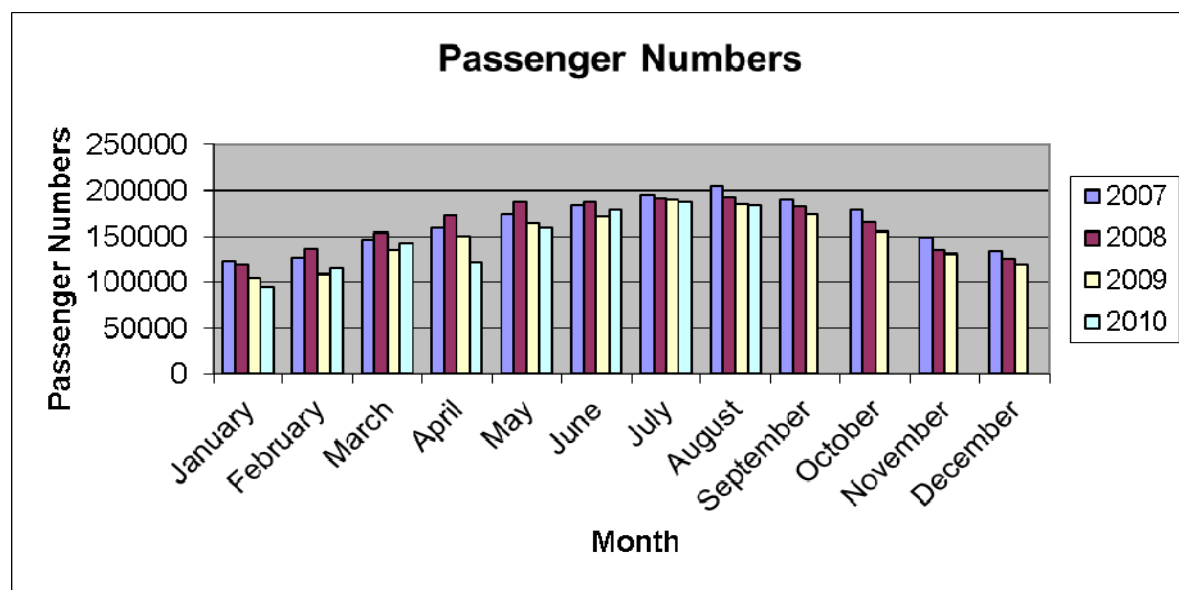
SOUTHAMPTON AIRPORT CONSULTATIVE COMMITTEE

Managing Director's Report October 2010

1. Passenger statistics – May to August 2010

Southampton Airport welcomed 709,857 passengers between May and August 2010 (inclusive), which is -0.3% less than the previous year.

Total Passenger Numbers at Southampton Airport

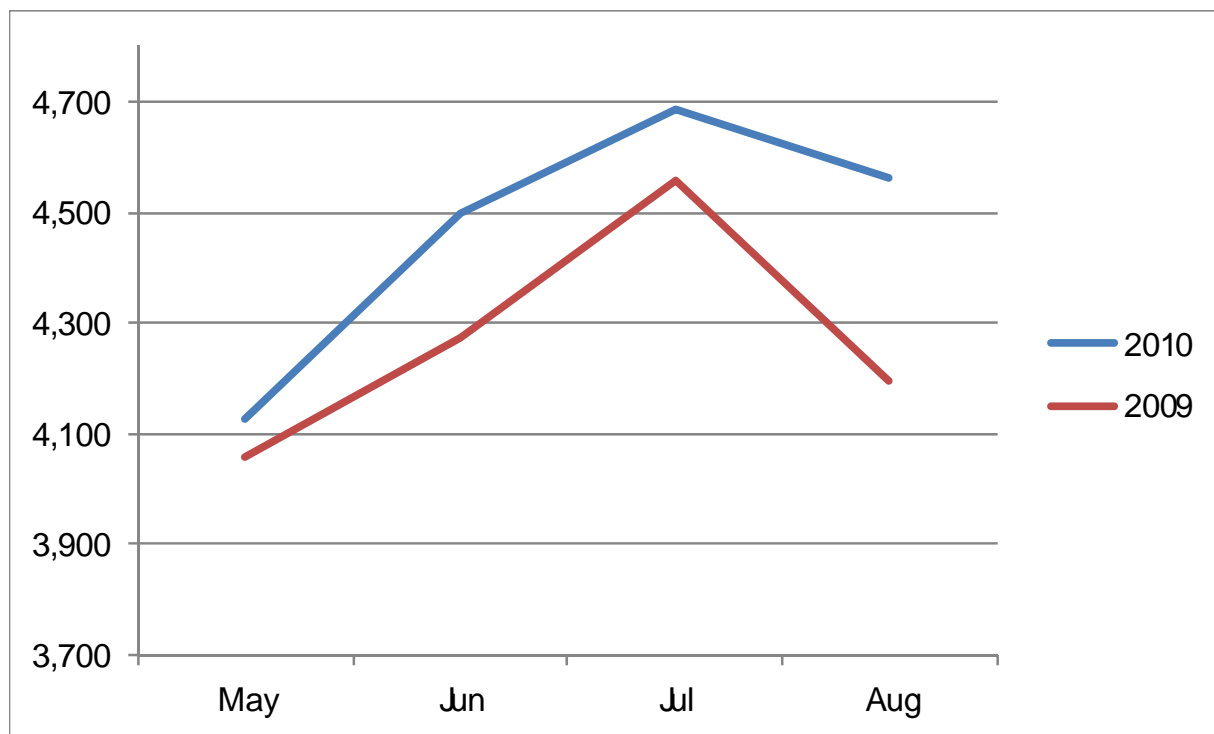


	2010	2009	2008	2007
Jan	95,001	105,227	118,866	122,594
Feb	114,890	108,536	135,658	127,224
Mar	142,473	135,312	154,330	146,389
Apr	121,278	150,447	173,721	158,793
May	159,700	163,889	187,221	175,111
Jun	178,900	172,533	187,274	184,402
Jul	187,757	190,453	192,179	195,722
Aug	183,500	185,281	192,347	204,359
Sept		174,501	182,847	190,407
Oct		155,188	165,763	179,068
Nov		131,251	134,684	149,197
Dec		118,645	126,148	133,312
TOTAL	1,183,499	1,791,263	1,951,038	1,966,578
% change	-2.3% (YTD)	-8.2%	- 0.8%	2.8%

2. Total Aircraft Movements

Total Aircraft Movements include; Passenger and Cargo flights, Training Flights, Air Ambulance, General Aviation, Military, Air Taxi and Positioning Flights.

The aircraft movements at Southampton Airport have increased by 4.6% from May to August 2010, when compared to the same time last year.



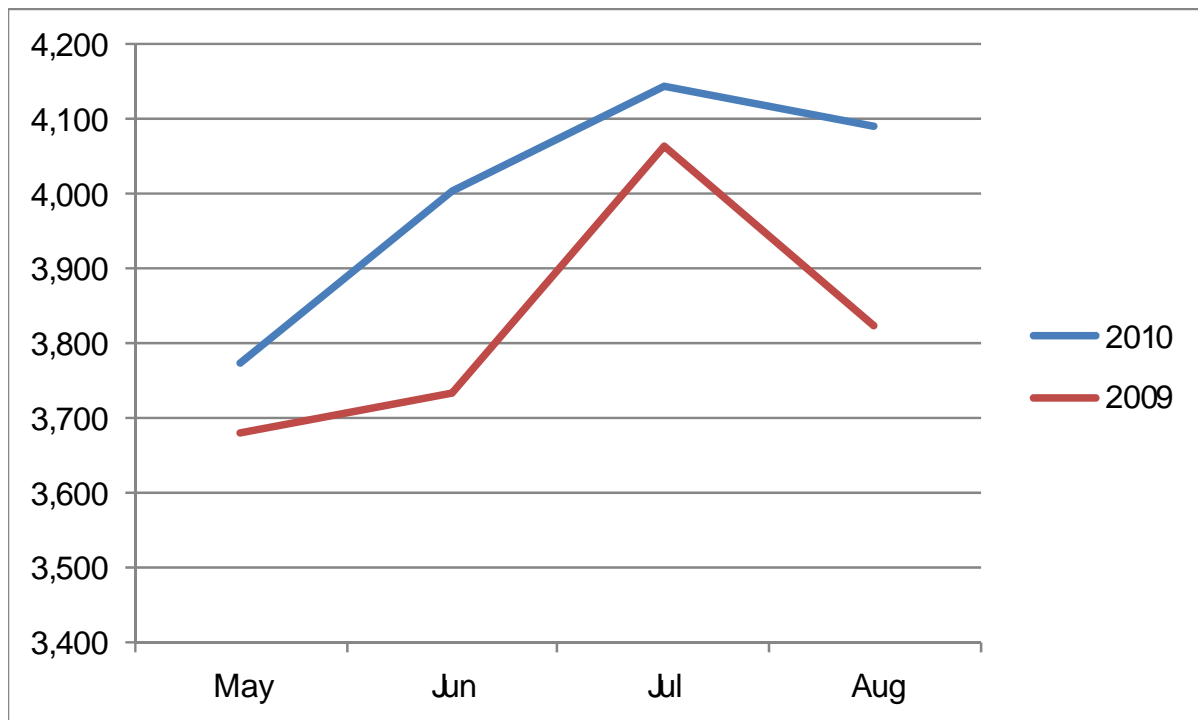
Total Aircraft Movements

	May	Jun	Jul	Aug	Total	% change
2010	4,126	4,497	4,689	4,564	17,876	4.6%
2009	4,059	4,273	4,558	4,198	17,088	

3) Total Air Transport Movements

Total Air Transport Movements include; scheduled and non-scheduled passenger movements.

These movements at Southampton Airport from May to August 2010 have increased by 4.7%.



Total Air Transport Movements

	May	Jun	Jul	Aug	Total	% change
2010	3,775	4,004	4,143	4,092	16,014	4.7%
2009	3,681	3,735	4,064	3,823	15,303	

4. Airlines & Routes

Southampton Airport serves 46 destinations with 13 airline and tour operator partners. Airlines include: Air France, Aurigny Air Services, Blue Islands, Eastern Airways, Flybe and Skybus. Tour operators include: Esprit Ski, First Choice, Inghams Holidays, Ski Total, Thomas Cook, Thomson and Canterbury Travel.

Air France & Flybe

Air France and Flybe have joined in a codeshare deal, commencing at the end of October. This means Flybe will now operate the service between Southampton and Paris Orly. The Flybe route to Charles de Gaulle Airport will stop at this time.

NEW - Thomas Cook

Thomas Cook has announced the start of their new service from Southampton to Majorca for summer 2011. Flights to Palma will operate every Saturday from 28th May to 17th September 2011. This is in addition to the services operated by First Choice, Thomson and Flybe.

Canterbury Travel

Canterbury Travel is operating several Christmas getaways from Southampton this winter. There will be two one day trips as well as a two day visit to see Santa in Lapland.

Ski

Ski Total and Esprit Ski will be operating winter services from Southampton to Chambéry. Inghams will be operating to Salzburg and Geneva from December 2010 to April 2011.

Flybe – Embraer 175

Flybe has announced a multi-billion pound order to purchase up to 140 Embraer 175 aircraft, to support the airlines planned growth into continental Western Europe. The new 88-seater aircraft has the preferential 2x2 seating arrangement, with a minimum of 30" leg room. The aircraft also importantly includes new lower emission technology. The first aircraft will be delivered in September 2011 with the final scheduled delivery on the 'firm' orders being made in March 2017.

Flybe - Finnair

Flybe is teaming up with Finnair to extend their services across Europe. Flybe will launch three flights from Finnish capital Helsinki from 31st October to key Scandinavian and Baltic destinations, including Tampere and Turku in Finland and Tallinn in Estonia.

Flybe - 10 Millionth Passenger

Flybe has celebrated its 10-millionth passenger at Southampton Airport with a presentation to Bournemouth resident, Janet Cauchi, who returned from Edinburgh. Upon touch down, Ms Cauchi was welcomed with flowers and a 12-month complimentary pass to the airline's Executive Lounge at Southampton.

Eastern Airways

Eastern Airways has named an aircraft after legendary Liverpool comedian, Ken Dodd at Liverpool John Lennon Airport to celebrate the airlines first anniversary of flights starting to Southampton and Aberdeen. The 29-seater Jetstream 41 aircraft has a caricature of Ken placed on the fuselage next to the entrance door, along with his name and famous welcoming line – "How tickled I am!"

Aurigny Air Services

Aurigny Air Services has launched a Frequent Flyer Scheme for the next two years, rewarding members with reward flights. Just eight return flights from Southampton to the island of Alderney could earn passengers a return reward flight. Travellers can even add up to six other members of a household to the account to pool the points and rewards. Reward flights can be redeemed during both peak and non-peak times (subject to availability).

5. Airport Developments

Parkway Station Footbridge

The airport has been working in partnership with South West Train to upgrade the cycle storage area, access and passenger waiting facilities. A covered walkway from the bridge to the road crossing has also been installed, as well as new 24 hour remote control access to the station for wheelchair users and visitors with pushchairs (activated by pushing a button). A new entry pathway has also been installed near to the old footbridge, making the station easier to access.

Retail Food and Beverage

A new Costa Coffee and Mitchell's Kitchen & Bar opened in the main concourse at the beginning of the year. Phase 2 of Mitchell's Kitchen & Bar and Costa Coffee upstairs in the Departure Lounge were completed in June. These restaurant developments represent an investment of over £3 million.

Terminal Roof Glazing

The airport's roof glazing has been replaced to provide a lighter and brighter terminal. The new glazing brings environmental benefits, as it has special coating to reflect sunlight in the summer, and retain heat in the winter. Around 33% of the heat gained from the sun is now eliminated, meaning less energy is needed for air cooling.

Connecting Passengers

Increasing numbers of passengers are using Southampton Airport as a hub, using connecting flights to onward destinations. The most popular connections via Southampton Airport include; Dublin to Jersey, Guernsey to Glasgow, Edinburgh to Jersey and Amsterdam to Guernsey.

To make the process even smoother, the airport has invested over £250,000 in technology behind the scenes to automatically sort bags for screening. Now, arriving passengers in Southampton simply head for the Departure Lounge and are reunited with their luggage in their destination.

World Duty Free

The World Duty Free shop located in the Departure Lounge will have a complete re-fit this year at a cost of £1.5 million. The shop will increase in size by around 25%, allowing for more product ranges and greater choice. In addition, the area after security searching will be increased to provide more space for passengers to re-pack their bags. Work began this summer and aims to be completed in early 2011.

6. Management and Staff

New Managing Director

In July, Dave Lees was appointed the new Managing Director of Southampton Airport. Dave has worked at Southampton Airport since 2007, first as Planning & Development Director, and more recently as Operations Director. Kevin Brown has been appointed as Managing Director of Edinburgh Airport.

Breeze Through Recognition Awards

Southampton Airports recognition scheme, The Breeze Through Awards, recognises outstanding staff. Staff can nominate their own team, another team or individual using a nomination form, and with support from the relevant manager. Monthly winners receive a trophy, and have their case study displayed across the airport.

In May, Gine Craven (Projects Team) won the top award for the help and support she provided to Airside Operations team with the transition of Noise and Flight Evaluation Unit. Gine "babysitted" the role and took a real interest. She provided consistent, quick, personal responses to the local community, and even took the initiative to develop a brochure for pilots. All of this was outside of Gine's normal role.

In June, Nick Judd (Multi-Skilled Technician) was awarded for his hard work and dedication in helping with emergency repairs to the perimeter fence line following a road traffic incident. Nick worked tirelessly and conscientiously to resolve the issue, going above and beyond what was expected of him. Nick was also nominated for his helpful nature in assisting other colleagues and contractors working the airport.

In July, Lynn Johns (Admin Co-ordinator) was recognised for her management of the mobile phone switch over to O2 from Vodafone, which she completed on top of her normal role. Lynn ensured that every mobile phone user knew exactly what to do, and helped resolve issues with the highest level of customer service when not all phones worked. This job was particularly important to ensure the smooth running of the business and to avoid any disruption.

In August, Russ Eldridge (Servisair) was rewarded for ensuring an aircraft returned to stand before take-off upon noticing a safety issue. Such vigilance and awareness is vital for safe operations. The nominator commented that Russ' work is genuinely appreciated and that it is reassuring to know that they have "eyes & ears" on the ground.

7. Vortex

There was one reported occurrences of vortex damage in Bitterne in June 2010. An airport manager visited within two hours of the report, and the repair to roof tiles was complete within 72 hours of the report.

8. Noise Action Plan

Southampton Airport has met with the DfT/Defra to discuss the airport's Noise Action Plan. The feedback received has been incorporated into the plan, which has been re-submitted the Secretary of State for approval.

9. Community

Bitterne Park School

Bitterne Park School in Southampton recently achieved the best results on record, with 90% of students achieving 5 GCSE's at A* - C grade. This represents 8 years of continuous improvement in results for the school. The strategic partnership between the airport and the school has been renewed for the 2010/2011 academic year, taking the partnership into its 6th year.

Paper Aeroplane Flying Competition – Centenary Event

In May, Marwell Wildlife hosted a three day flight event. Guests were invited to participate in a paper plane competition and the resident guide gave talks about how the Marwell site was used during World War II and the planes that secretly used the airfield situated near Marwell Hall. Talks about nature's silent flyer, the owl, also took place.

“Biggles & Co.” at Solent Sky Museum – Centenary Event

The Sarah Siddons Fan Club re-created the heroic exploits of early pilots in the setting of the Solent Sky Museum in Southampton.

BBC2's Eggheads – Centenary Event

A team of 5 from Southampton Airport challenged BBC2's Eggheads, going head to head with the notorious quiz masters on the BBC2 quiz show, presented by Dermot Murnaghan. The team took part in the show, as part of the airport's centenary year of celebrations and aptly named themselves 'The Spitfires' in recognition of the airport's proud history with the birth of the iconic Spitfire aircraft in 1936.

When the Saintz go Marching In – Centenary Event

A new community play "When The Saintz Go Marching in" was created, which followed the story of a break-in at a vintage aircraft hangar on the eve of the centenary celebrations. The gang of wayward youths encountered a mysterious old man whose extraordinary story changed their lives forever. The play was specially researched and written about Eastleigh. Performed at The Point theatre, the play starred local people from around the Eastleigh area.

Swing Night – Centenary Event

To support the centenary celebrations the clocks turned back to re-create the 1940's with an evening of Jive, Lindy Hop and live music. Guests dressed up for the occasion and danced to the sounds of Glenn Miller, Count Basie and other big band giants whilst learning from the experts.

Commemorative Unveiling - Centenary Event

The Mayor of Eastleigh unveiled special centenary paving at Southampton Airport to provide a lasting reminder of aviation developments at the airport over the last 100 years.

Battle of Britain Memorial Flight Flypast – Centenary Event

The Lancaster, Hurricane and the Spitfire returned for a special centenary flypast. The aircraft were viewed by thousands of people positioned along the waterfront from Weston Shore to Hamble Point, and from on the water itself.

Gordon Keeble Car Centenary Rally – Centenary Event

Gordon Keeble cars are Hampshire's only super car, and were designed and built at Southampton Airport between 1964 and 1966. A collection of the cars reunited at Southampton Airport to begin a tour across the region visiting local places of special aviation interest and finally crossing the finishing line in Eastleigh's town centre.

Community & Stakeholder Conference

The next conference will be held on Friday 19th November 2010 at the University Sports Grounds opposite Southampton Airport.

SUMMARY AND NOTES TO SUPPORT STATISTICS

Noise Complaints

During May to August, the comparison between years 2007/2008/2009/2010 is as follows:

	<u>2010</u>	<u>2009</u>	<u>2008</u>
May	69	24	77
June	80	36	50
July	27	57	47
August	24	49	50
Total	200	166	224

This was a 20% increase in the number of complaints received in the same months 2009, although the number of complaints by household continues to decrease.

Complaints by Household

The total number of complaining households for the period May to August 2010 are as follows:

	<u>2010</u>	<u>2009</u>	<u>2008</u>
	81	96	113

There has been a 16% decrease in the number of complaining households compared to 2009.

General

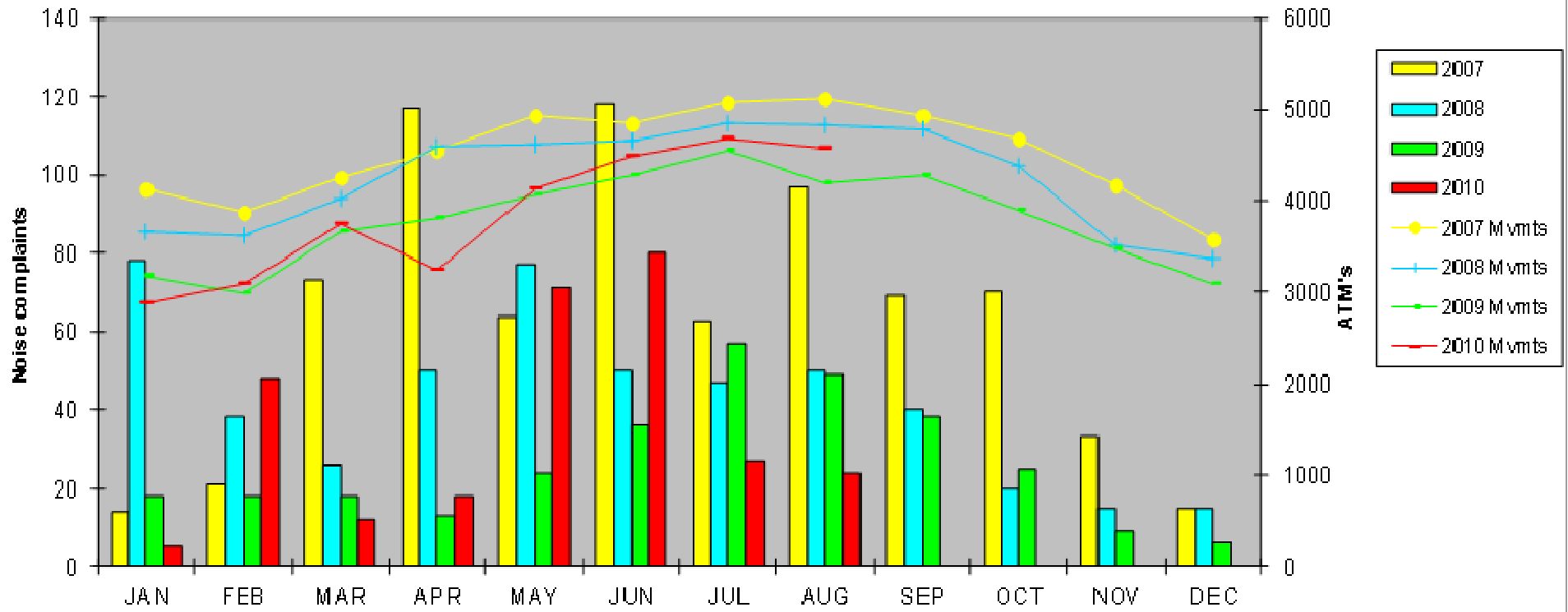
The total number of complaints received during the four month period May to August 2010 was 200, and these complaints were registered by a total of 81 households. 19 complaints received during this period were not related to Southampton Airport (9.5%).

Location of Complaints

One complainant from Dibden Purlieu registered 29 complaints which is equal to 14.5% of complaints received between May and August 2010. The complainant has been offered a home visit by senior managers at Southampton Airport.

Shawford provided 11% of complaints and Eastleigh accounted for 10% of complaints. Noise was the main issue of these complaints, followed by the routeing of aircraft.

Community Feedback and Aircraft Movements



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EBC Flying Control Statistics

Runway Use (All Movements) - Appendix 6a

	2010			
	May	June	July	August
To/From the North				
Dep Runway 02	1249	1075	461	964
Arr Runway 20	809	1184	1898	1312
To/From the South				
Dep Runway 20	811	1175	1885	1319
Arr Runway 02	1257	1063	445	969
Total Movements	4126	4497	4689	4564

Runway Use (Air Transport Movements) - Appendix 6b

	May	June	July	August
To/From the North				
Dep Runway 02	1152	962	397	862
Arr Runway 20	737	1053	1694	1186
To/From the South				
Dep Runway 20	736	1048	1680	1181
Arr Runway 02	1150	941	372	863
Totals Movements	3775	4004	4143	4092

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EBC Flying Control Statistics

Arrivals & Departures from the same runway direction by main types of commercial aircraft - APPENDIX 6c.

To/From the North	May	June	July	August
ATR 42 & 72	69	67	53	36
BA46	0	1	4	35
Boeing 737	2	3	0	0
British Aerospace Jetstream 31	157	169	169	157
British Aerospace Jetstream 41	54	94	91	86
Dash 8 Series	1240	1358	1375	1309
Embraer 195	227	211	221	216
Fairchild Dornier Do.328	0	2	1	0
Fokker 70	0	0	0	0
Mk III Trislander	102	111	159	193
Saab 2000	42	23	26	27
Total	1893	2039	2099	2059

To/From the South	May	June	July	August
ATR 42 & 72	65	77	55	34
BA46	0	1	3	30
Boeing 737	2	3	0	0
British Aerospace Jetstream 31	161	181	167	165
British Aerospace Jetstream 41	62	92	91	82
Dash 8 Series	1190	1312	1318	1277
Embraer 195	205	196	210	198
Fairchild Dornier Do.328	5	1	0	2
Fokker 70	0	0	0	0
Mk III Trislander	158	129	191	245
Saab 2000	44	21	26	25
Total	1892	2013	2061	2058

Runway use by non commercial

To/From the North	May	June	July	August
C130 (Lockheed Hercules)	0	0	0	0

To/From the South	May	June	July	August
C130 (Lockheed Hercules)	0	0	0	0

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May - August 2010

**Complaint Type by Area
4 Month Summary**

Area	No. of Households	Noise	Low Flying	Routing	Training	Out of Hours	Non-SIAL	Others	Police	Military	Total
Dibden Perlieu	1	26		1			2				29
Shawford	4	8	5	9							22
Eastleigh	6	10	6	4							20
Southampton	8	5	4	4					6		19
Otterbourne	5	7	4	7							18
Bitterne Park	3	4	4	5		4					17
Winchester	11	4	7	2							13
Chandlers Ford	4	1	3						7		11
Bishopstoke	4	2	2	3			1				8
Townhill Park	2	8									8
Other	5	1	1	1			2		1	1	7
Hythe	1	1		4							5
Bitterne	1	2		2							4
Hamble	1	1	1			1			1		4
Compton	1	1	1	1							3
West End	1	2		1							3
Romsey	1	1	1						1		3
Colden Common	1	1	1								2
Woolston	1	1		1							2
Twyford	1	1									1
Hursley	1		1								1
Total	63	87	41	45	0	5	5	0	16	1	200

I

May - August 2008

Complaints by Source

Area	May	June	July	August	Total
Dibden Purlieu	2	27	0	0	29
Shawford	10	11	1	0	22
Eastleigh	11	5	3	1	20
Southampton	3	9	4	3	19
Otterbourne	11	2	2	3	18
Bitterne Park	9	3	2	3	17
Winchester	4	5	4	0	13
Chandlers Ford	9	1	1	0	11
Bishopstoke	0	4	2	2	8
Townhill Park	1	5	0	2	8
Other	1	2	2	2	7
Hythe	0	1	0	4	5
Bitterne	4	0	0	0	4
Hamble	0	4	0	0	4
Compton	1	0	1	1	3
West End	2	1	0	0	3
Romsey	1	0	0	2	3
Colden Common	0	0	2	0	2
Woolston	0	0	2	0	2
Twyford	0	0	0	1	1
Hursley	0	0	1	0	1
Total	69	80	27	24	200

May - August 2010

Summary of Complaint Category

	May	June	July	August	Total
Noise	19	51	11	8	89
Low Flying	14	13	8	2	37
Routing	29	6	7	7	49
Training Flights	0	0	0	0	0
Out of Hours	0	4	0	2	6
Vortex	0	1	0	0	1
Non Southampton Airport	0	1	1	1	3
Other	0	0	0	1	1
Police	7	4	0	3	14
Military	0	0	0	0	0
Totals	69	80	27	24	200

Complaints not related to Southampton Airport	7	6	1	5	19
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Noise	89
Low Flying	37
Routing	49
Training Flights	0
Out of Hours	6
Vortex	1
Non Southampton Airport	3
Other	1
Police	14
Military	0

Out of Hours Flights are flights between 23:00 - 06:00

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Noise Statistics Review 2010

January – August 2010

So far this year there has been a 21% increase in noise complaints compared to the same period in 2009. January to August 2010 saw 283 complaints whereas the same period in 2009 saw 233 complaints.

A possible reason for the increase could be the prolonged period of warm weather between May and August. Average temperatures were up by 2.5 degrees.

One complainant was responsible for 32.5% of June's statistics; logging 29 individual complaints.

Number of Complaints

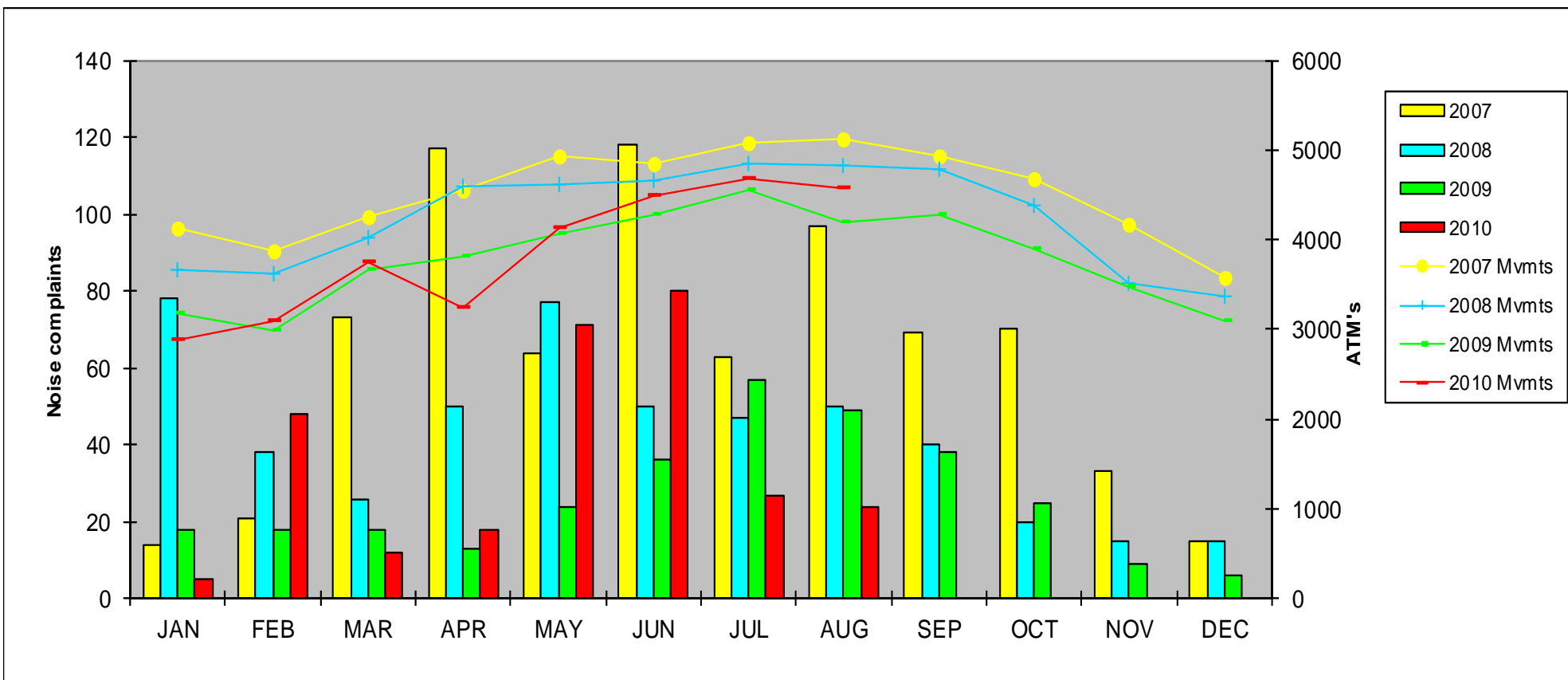
Month	2010	2009	2008
January	5	18	78
February	48	18	38
March	12	18	26
April	18	13	50
May	69	24	77
June	80	36	50
July	27	57	47
August	24	49	50
September		40	40
October		26	20
November		9	13
December		6	15
Total	233	314	504

Number of Complaining Households

Month	2010	2009	2008
January	2	13	25
February	35	10	20
March	7	12	13
April	8	10	24
May	18	15	32
June	26	18	30
July	20	31	26
August	17	32	26
September		19	18
October		18	6
November		5	6
December		3	8
Total	133	186	234

Although we have seen an increase in complaints, the number of households registering complaints has fallen in comparison with the same period in 2009. January to August 2009 saw 141 households registering complaints compared with 133 households in 2010. This is a decrease of 5.7%.

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SOUTHAMPTON INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE

Thursday 14 October 2010

SOUTHAMPTON INTERNATIONAL AIRPORT – MONITORING OF THE FLYING CONTROLS AGREEMENT

**Report of the Head of Regeneration and Planning Policy,
Eastleigh Borough Council**

RECOMMENDATION

It is recommended that this summary of airport operational activity for the May to August period of 2010 be noted.

SUMMARY

This report summarises the statistics of operational activity at Southampton Airport for the May to August period of 2010 provided by BAA Southampton in accordance with the Flying Controls Agreement between the owners of the airport and the Borough Council. It compares the figures with those for the previous year.

Aircraft Movements: May to August 2010

1. The monitoring statistics for this period are set out in the attached Appendix prepared by BAA Southampton. The total number of aircraft movements during this four-month period was 17,876. This was 783 more than the total over the same period in 2009, a 4.6% increase. The period recorded an increase in the total number of movements each month by comparison with 2009.
2. The movements figure for this period in 2009, 17,093, had been 9.74% down on the figure recorded in 2008.
3. There were 35 training movements during this four-month period, 18 more than the number recorded in the same period in 2009.
4. Helicopter movements totalled 98 during this period, more than double the number recorded in the same period last year but still below the number routinely recorded in previous years.

Movements During Night Hours: May to August 2010

5. There were only 8 aircraft movements during night hours over this four-month period and 3 of these were exempt from the restrictions in the Flying Controls Agreement. The Agreement allows for up to 10 night movements in any calendar month, in addition to 'exempt' movements attributable to weather conditions or defined emergencies. The total number of night movements was therefore well within the permitted limit, even before any exempt movements are taken into account.
6. As is usually the case, the majority of the night movements (7 of the 8) took place within 30 minutes of the formal airport closure time of 11.00pm.

Conclusions

7. Monitoring continues to show airport operational activity to be well within the terms of the Flying Controls Agreement. The worldwide economic situation undoubtedly continues to have a significant impact on the number of aircraft movements, although this period has seen the first consistent growth in the number of aircraft movements since the beginning of the recession.

PAUL RAMSHAW
Head of Regeneration and Planning Policy

Contact: Tony Wright
Tel: 023 8068 8245
Email: tony.wright@eastleigh.gov.uk
Date: 30 September 2010

Appendices attached: One

EBC Flying Control Statistics

May to August 2010

Total Aircraft Movements

Aircraft Type	Total Movements				Day Movements				Night Movements			
	May	June	July	Aug	May	June	July	Aug	May	June	July	Aug
Non CH3 Jet	0	0	0	0	0	0	0	0	0	0	0	0
Training Movements	8	6	4	17	8	6	4	17	0	0	0	0
Helicopter	16	26	34	22	16	26	34	22	0	0	0	0
Fourth Schedule	0	0	0	0	0	0	0	0	0	0	0	0
All other aircraft	4102	4465	4651	4525	4101	4462	4650	4522	1	3	1	3
Totals	4126	4497	4689	4564	4125	4494	4688	4561	1	3	1	3

Total Night Movements - Summary

	Month	Exempt	Month Total	Cum Total
	Total	Movements	Non Exempt	
May	1	0	1	1
June	3	1	2	3
July	1	1	0	3
August	3	1	2	5

Night Exemptions

Date	Time	A/D	Reg	Type	Reason
04-Jun	2320	A	GJEDM	DH4	Tech delay to scheduled flight
07 July	2326	A	GFLBA	DH4	Tech delay to scheduled flight
12 August	2318	A	GECOV	DH4	Tech delay to scheduled flight

Night Movements

Date	Time	A/D	Reg	Type	Reason
09 May	2341	A	GJECI	DH4	Reactionary delay
12 June	2302	A	GFBEI	E95	Reactionary delay
27 June	2326	A	GFBEB	E95	Reactionary delay
07 August	2317	A	GFBEF	E95	Reactionary delay
24 August	2318	D	GCDEB	S20	Football charter

All Times are local time

Night is defined as 2300 - 0600Hrs (Local time), except on Saturday pm to Sunday am when it is 2300 - 0730Hrs (Local time).

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Technical Working Group

Minutes

Date Meeting held: 8th September 2010

Present:

Tony Balcombe	- Consultative Committee Chair	(TB)
Rob Crighton	- Southampton City Council	(RC)
David Ingram	- Winchester City Council	(DI)
Andy Kenyon	- NATS	(AK)
Martin Lowe	- Southampton City Council	(ML)
Tony Wright	- Eastleigh Borough Council	(TW)
Neil Scott	- Eastleigh Borough Council	(NS)
Stewart Smith	- BAA	(SS)
Mark Gibb	- BAA	(MG) Chair
Jan Halliday	- BAA	(JH)
Mike Glen	- BAA	(MJG)

Apologies:

Robert Heath	- Flybe	(RH)
Paul Geering	- Flybe	(PG)
Dave Lees	- BAA	(DL)
Sharon Musselwhite	- BAA	(SM)

Description	Action
<p>1. Welcome & Apologies Mark Gibb opened the meeting and apologies were read.</p>	
<p>2. Review of Previous Minutes There were no comments raised concerning the minutes from 18 May</p>	
<p>3. Noise Action Plan Update BAA received positive feedback on the Noise Action Plan following a meeting with the DfT and DEFRA in August. A few changes were required in relation to some of the terminology used. The changes were made in an attempt to make it more user friendly and easier to understand when it becomes available to the public. As a standard procedure for all airports, the Noise Action Plan is submitted to the DfT. After they have approved it, it will be forwarded on to DEFRA for their approval. It is hoped that the Southampton Noise Action Plan will be approved and in place by the end of 2010.</p>	

<p>4. Multi-Lateration Update</p> <p>It was acknowledged that the implementation of Multi-Lat has taken longer than anticipated.</p> <p>Out of the seven masts required for full connectivity to the Multi-Lat system, six are in place with the seventh due to come online in the very near future. The delay has been caused due to construction constraints concerning the cable required for mast connectivity. To avoid any further delays, there is an option for GPRS connection. A site assessment will be carried out to test the feasibility of this connection type. A fixed cable option will eventually override the GPRS system in due course.</p> <p>Multi-Lateration will enable the Flight Evaluation Unit to track aircraft more accurately and to a lower level. The current Webtrak system will only allow tracking down to approximately 600ft or 2 miles from touch down. This will make it easier to answer complaints that come in from residents in close proximity to the airport.</p>	
<p>5. Noise Statistics</p> <p>There was one incident of Vortex damage in Bitterne in June. A site visit was arranged within 2 hours and all repairs were carried out within 72 hours.</p> <p>A total of 32% of complaints in June were recorded from one household in Dibden Purlieu. This is the only household in this area which registers complaints. All correspondence is forwarded to two councillors, Brian Dash and Dr Julian Lewis.</p> <p>A total of 20% of the complaints in July were received due to an unexpected ILS outage. When the ILS is out of action, the aircraft use the VOR for the approach which leads to a slightly offset route into the airport. People who are otherwise unaffected by overflying suddenly see an increase in aircraft flying over their property.</p> <p>The Flight Evaluation Unit will always take a proactive approach to unusual events. If there is anything that may cause concern in the community, the Unit will ring key contacts to inform them of the potential disturbance.</p> <p>The statistics for June indicated that 8.8% of all complaints stemmed from ad-hoc Cruise ship charters. These involved aircraft that are larger and have a greater noise footprint than those normally seen at Southampton Airport.</p> <p>With the ABP predicting greater cruise passenger numbers, a question was raised about the expected number of future cruise ship specific charters. JH commented that there are no charters planned as most travel agents prefer to fit cruise passengers onto existing scheduled flights, despite the airport seeing a rise in cruise ship passenger traffic. A statement is to be prepared before the next Consultative Committee meeting to pre-empt any questions arising from this statistic.</p> <p>It was suggested that in the next Consultative Committee statistics, we include information on the amount of "Justified," complaints. A justified complaint would be defined as an aircraft deviating from the NPR without ATC permission.</p> <p>It was also suggested that the statistics are altered slightly to provide a true reflection of the airport and not to include Police aircraft movements or traffic operating from another airfield.</p>	<p>MG/JH</p> <p>MG/MJG</p>

It was agreed by all that the noise statistics need to be presented in a more interesting way. One suggestion was to use graphs and charts as a visual representation of numbers in a bid to make the interpretation a little more user friendly. It was mentioned that it would be interesting to look at a few trends e.g complaints per day of the week or per aircraft type. This will be investigated prior to the next TWG in January

MG/MJG

Percentage change on last year

	2010	2009	% Change
May	69	24	+188
June	80	36	+122
July	27	57	-53
Aug	24	49	-51
Total:	200	166	+20.48

6. 2010/11 Work Plan

The following items were brought up as potential focuses for inclusion in the TWG Work Plan for 2010/11:

Potential Construction of ILS on 02 – Due to the planned removal of the DVOR Beacon which is used for instrument approaches, a study is being carried out investigating the replacement options. The options are ILS or GPS approach. Due to the removal of the DVOR in 2013, a solution will need to be in place and tested by mid 2012.

MG has invited Pam Adams, responsible for the policy and design for UK Instrument flight procedures for the CAA, to the next TWG meeting to explain the options in more depth.

If the ILS is deemed to be the best option for runway 02 arrivals, the final approach joining point would be moved out to 6 - 8 miles from touchdown. This would lead to a safer and more stable approach for the aircraft but a range of residential areas may be affected by over flying, albeit in a narrower air traffic corridor.

Potential Diversion of Passenger Traffic from London to Regional Airports – Notes remain the same as May’s Technical Working Group. *“It was noted that the new government’s policy of halting the expansion of capacity at larger airports may result in the diversion of traffic to smaller regional airports. It was suggested that some forecasting of the possible outcomes should be done in order to adequately prepare for this eventuality. It was however felt that this would be unlikely to have any impact on Southampton Airport until 2020-2025, but should be reflected in the assumptions made in the Airport’s master plan which are due for renewal in the next few years.”*

Improved Noise Modelling – If an ILS is introduced onto runway 02, the noise contours will need to be updated to reflect this.

With the help of Mobile Noise Monitoring equipment, it was stated that it would be a good idea to use this equipment to provide more detailed noise information in

MG

<p>conjunction with the Government led average noise stats. This equipment would also be used to provide accurate noise levels in “Quiet Areas.,” to improve the accuracy of the current noise contours.</p> <p>As a separate action, the National Park Authority should be considered as an invitee to the Consultative Committee.</p> <p>Changes to the Joining Point to the North – As a result of the TWG meetings, the visual joining point to the South of the airfield currently stands at 4 miles from touchdown. The visual joining point to the North remains at 2 miles when arriving from a southerly point of origin or 5 miles when arriving from a Northerly, Easterly or Westerly point of origin. At the request of WAG, the joining point should be moved from 2 miles to 4 miles which would lead to the aircraft arriving and turning over Twyford.</p> <p>When considering this change, careful consideration will need to be taken in relation to extra aircraft track miles which leads to an environmental and economical impact. This move would also mean that the joining point would move from a less densely populated area to a more densely populated area.</p> <p>MG and AK to formulate a letter to WAG to explain the potential issues / risks surrounding the move.</p> <p>Production of Five Year Priority List – This will provide an insight into what is discussed at the TWG meetings and the results that arise from discussions.</p> <p>MG to collate a list of actions discussed during the TWG and table at the next consultative committee meeting.</p>	<p>JH / TB</p> <p>MG / AK</p> <p>MG</p>
<p>7. Communications to the Consultative Committee</p> <p>It was agreed that no extra communications on TWG activities are required to the Consultative Committee. It is enough to send the minutes to Karin James of EBC and to ensure distribution amongst the TWG members.</p>	
<p>8. Any Other Business</p> <p>A collection of new houses are due to be built on a section of the site at the Ford factory. Questions were raised regarding the planning applications and whether consideration is taken to the increased levels of noise associated with building next to an airport. No comments are passed on by the airport but the comments more closely relate to aerodrome safeguarding.</p> <p>MG to speak to central safeguarding at Heathrow to see if there is anything in the noise directive concerning new houses.</p>	<p>MG</p>

Date of Next Meeting: Wednesday, 12th January 2011, 11.00 - 12.30hrs
Venue: Conference Room 1, Terminal Building, Southampton Airport