

<h1>Minutes</h1>		
<b>Meeting</b>	<b>Bournemouth Airport Consultative Committee</b>	
<b>Held on</b>	Thursday 7 <sup>th</sup> July 2022	
<b>Time</b>	1200 hrs	
<b>Venue</b>	Imperial Room, Departures Building	
<b>Attendees</b>	1.	Cllr Mrs J Jones (Chair) Hurn Parish
	2.	Mr D Skillicorn (Deputy) Bournemouth University
	3.	Cllr K Glynn Crowhill Residents' Association / Burley Parish Council
	4.	Cllr B Goringe Dorset Council
	5.	Mrs E Lancaster Jumpers & St Catherine's Hill Residents Association
	6.	Ms D Hart Dorset Chamber of Trade & Industry
	7.	Mr N Penman Hampshire County Council & New Forest National Park Authority
	8.	Cllr Mrs M Phipps BCP
	9.	Cllr S Rippon-Swaine New Forest District Council
	10.	Ms J Rock Bournemouth Chamber of Trade
	11.	Mr P Thorne Christchurch & District Chamber of Trade & Commerce
	12.	Ms R Osborn Secretary to Consultative Committee
<b>In Attendance</b>	<b>Bournemouth Airport:</b>	
	1.	Mr T Etches Operations Director
	2.	Mr H Greenman Estates Manager
	3.	Mr M Twomey Head of Technical Services
	4.	Mrs C Willoughby-Crisp Airfield Services Manager
<b>Apologies</b>	1.	Cllr A Biggs Verwood Town Council
	2.	Cllr T Cordery Ferndown Town Council
	3.	Mrs J Hudson Broadstone Neighbourhood forum
	4.	Cllr T Jarvis Bransgore & District Residents' Association / Parish Council
<b>Meeting dates:</b>	(All Thursdays at 1200 hrs in the Imperial Room) → 3 <sup>rd</sup> November 2022	

Prior to the commencement of the meeting, there had been scheduled an update on the "Airspace Modernisation Strategy" presentation, given at the last meeting by Cyrus. However, due to the presenter testing positive for Covid, this was not possible. Cyrus have stated that Members could expect an email in the next few weeks, detailing progress and the next steps.

A discussion ensued and Mrs Willoughby-Crisp briefed the new Members on this project and answered the questions posed. It was noted that the project was in the very early stages and, as it was a major UK-wide CAA project, it was likely to be a long and lengthy process. Members would be kept updated.

## 1. Minutes of Last Meeting

1.1 The minutes of the last meeting, held on 17<sup>th</sup> February 2022, were approved by those present.

## 2. Actions from Minutes of Last Meeting

**ACTION 1** Investigation into the Community Fund area of eligibility being extended to outside of the Christchurch Boundary, covering specific areas affected by Airport activity. Update 7/7/22: Noise Contour Mapping was being undertaken which will form the basis for discussions.

## 3. Airport Business Update – Tim Etches, Operations Director

3.1 **Passenger numbers:** Continued to grow as the summer season progressed. In the May, the Airport despatched approximately 251 commercial holiday flights. Total passenger numbers year to date (April to end May 2022) stood at 132,844, albeit slightly behind expected levels.

3.2 **Aviation Industry Issues:** With reference to the widely publicised operational issues within the Aviation Industry, Bournemouth experienced an average delay time of less than 30 minutes on 27% of flights, 82% operated on time, and less than 1% experienced longer delays. No cancellations to date attributable to the Airport (there had been one cancellation due to aircrew sickness). All the delays were attributable to late aircraft arrivals and Air Traffic Control slot time issues in Europe. Whilst airport manning and recruitment remained challenging overall, Bournemouth had operated within expected service levels, with minimal impact to customers.

Mr Etches was asked about recent diverted aircraft and he replied that, if an aircraft experienced delays at elsewhere at destination point, Bournemouth Airport could not accept it if after 0130 hours due to Air Traffic Control regulations on permitted hours. The operating hours of Bournemouth Airport were 0630 hrs to 2130 hrs, with flights outside of those hours by arrangement only. These included the TUI and Ryanair flights. However, the cut-off time was 0130 hrs. A Member added that Bournemouth Airport always used to promise to get its passengers back into Bournemouth whatever the time. Mr Etches replied that he understood this was some years ago when there was 24-hour manning, however, there now had to be a cut-off time.

3.3 **Operations:** On average, flights currently stood at around 95% full, with the majority of passengers waiting less than 9 minutes to check-in and less than 4 minutes to transit through Security. On the return journey, on average the first bag off the aircraft and onto the baggage belt took less than 20 minutes 96% of the time, with the remaining 4% well within the 40-minute target. All passengers requiring assistance were met by our PRM Team within 10 minutes of arrival at the Airport before departure, and within 5 minutes on arriving back from their holiday and escorted to Arrivals.

A Member asked a line could be painted around the baggage belts to avoid over-crowding. This was thought a good idea.

## **ACTION 2 Safety Lines to be painted around baggage reclaim belts**

3.4 **Recruitment:** Continued to be an issue. The Airport currently had circa 48 vacancies across different disciplines, i.e. Security, Cargo, PRM Team (Persons with Reduced Mobility) and Cleaning, plus several management roles.

3.5 **Routes / Airlines:** Three key airlines: TUI; Ryanair; and easyJet. There were seven tour operators working with the Airport, namely Hays Travel, Hurtigruten, Newmarket Holidays, P&O Cruises, Santa's Lapland, Transun and TUI. The Airport flew to thirty-three destinations in sixteen countries.

New destinations for 2022 were Bergerac, Budapest, Malta, Wroclaw and Zadar, all served by Ryanair.

Full List of Destinations:

Ryanair - Alicante, Bergerac, Budapest, Dublin, Faro, Girona, Gran Canaria, Krakow, Majorca, Malaga, Malta, Murcia, Tenerife, Wroclaw and Zadar

TUI - Antalya, Corfu, Crete, Dalaman, Gran Canaria, Ibiza, Kefalonia, Lanzarote, Majorca, Menorca, Paphos, Rhodes, Tenerife and Zante

3.6 **Cargo:** The Airport's newly branded "Cargo First" officially launched on the 30<sup>th</sup> June. There had been major investment in Airport infrastructure and specialised equipment, e.g. taxiway works and two new Cargo facilities. The Airport's new Cargo schedule involved three operations per week from China, along with ad hoc cargo flights. All flights scheduled were within current operating hours.

A Member expressed concern over the possible number of cargo flights passing over Burley. Mr Etches assured the Member that, currently, there were only three additional cargo flights per week at 1730 hrs, on a Tuesday, Thursday and Saturday.

A discussion took place and it was noted that, although there was obviously an increase this year by three flights per week so far, there were far more during the last couple of years with the transportation of PPE. These flights had now ceased. Another Member asked whether this would mean night cargo flights and Mr Etches replied, no, not at the moment. This was early days of the operation.

#### 4. **Corporate & Social Responsibility – Mike Twomey, Head of Technical Services**

4.1 **Environmental and Sustainability Officer:** Mr Twomey advised that recruitment for a new Environmental and Sustainability Officer was ongoing. As previously mentioned, recruitment overall was challenging.

4.2 **Community Fund:** No meetings had taken place, however, there had been internal progress via a plan to carry out Noise Contour Mapping and an external specialist company had been engaged. This will inform the exact areas potentially affected and could form the basis of discussions. The Chair stated that the Committee strongly agreed that the fund should be for the people affected and the noise contour mapping forming a basis for this was welcomed.

#### **ACTION 3 Community Fund Committee: The Representative for BCP offered to find out the new BCP members of the Committee.**

#### 4.3 **Noise Complaints:**

Rolling Year 1<sup>st</sup> July 2021 to 16<sup>th</sup> June 2022:

→ 16 complaints for the rolling year

→ 16 complainants

→ 13 within Bournemouth's control zone, 3 outside

Noise Complaints 1-Jul- 2021 - 16-Jun-2022								
Month	Complaint	Complainers	Within Class D Airspace BOH Control Zone	Outside BOH Control Zone Class D Airspace	Aerodrome	Aircraft Type	No	Area
Jul-21	2	2	0	2	0	Light prop aircraft	2	Both Southampton
Aug-21	1	1	1	0	0	Commercial Jet Aircraft	1	Bransgore
Sep-21	2	2	2	0	0	Commercial Jet Aircraft	1	Corfe Mullen
						Cargo jet aircraft	1	Broadstone
Oct-21	2	2	2	0	0	Commercial Jet Aircraft	2	Ashley Heath; West Parley
Nov-21	0	0	0	0	0			
Dec-21	1	1	0	1	0	Helicopter (NPAS)	1	Not known
Jan-22	2	2	2	0	0	Helicopter (NPAS)	1	Parley Cross
						Cargo jet aircraft	1	Kinson / Northbourne
Feb-22	0	0	0	0	0			
Mar-22	2	2	2	0	0	Cargo jet aircraft	1	North Dudsbury
						Light prop aircraft	1	St Catherine's Hill
Apr-22	2	2	2	0	0	Military C17	2	Burley
May-22	2	2	2	0	0	Light prop aircraft	2	Charminster; St Catherine's Hill
Jun-22	0	0	0	0	0			
<b>Total</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>0</b>		<b>16</b>	

#### **Action 4 Noise Complaints: The Chair requested that the noise complaints be shown in pie chart format at the next meeting for ease.**

#### 5. **Property – Harvey Greenman, Estates Manager**

5.1 **Business Park Occupancy:** Currently over 95%, with a high demand for hangarage and warehouse / distribution.

5.2 **Merritown Heath / Hurn Common SSSI (Site of Specific Scientific Interest):** This remained an important focus for the Airport. The land comprised of approximately 200 acres of lowland heathland, acid grassland and woodland, and was home to six British reptile species: Adder; Grass Snake; Smooth Snake; Sand Lizard; Common Lizard; and Slow Worm. The ten-year High-Level Stewardship Scheme between Bournemouth Airport, Natural England and Dorset County Council was coming to an end next year and work was in hand to establish a new agreement with the relevant parties to maintain and improve this valuable land. Over the period, the Heathland had moved from mechanical to sustainable methodologies, e.g. cattle and goats.

- 5.3 **Development:** Outline planning consent granted for 85,100 sqm employment floorspace. This would create 2,600 jobs and have a potential benefit of £100 million to the local economy. This comprised of 25 hectares of new industrial land with road improvements, at least 60% for storage or distribution, with the rest for other industrial uses and a smaller proportion of offices. Planning consent had been granted for a link road to be developed between Aviation Park East and Aviation Park West. This will alleviate unnecessary Business Park traffic utilising public roads, as well as facilitating improved cycle and pedestrian access. Detailed planning consent for a 10,328 sqm unit on Aviation Park East for light industry, general industry and storage and distribution.
- 5.4 **Travel Plan:** The Property division were currently working on a Travel Plan, covering the Business Park and the Airport. It covered the ways in which people travelled to work and how money could be saved, carbon emissions cut, and health improved through increased exercise. The Aviation Business Park was home to over 100 companies, directly providing over 3,500 jobs. This created a diverse community, which benefited from convenient transport links to nearby towns and villages. As part of the Travel Plan, a Travel Information Pack had been produced containing information about the travel options available as well as links to further information to facilitate increased use of sustainable travel modes, such as walking, cycling, public transport and car sharing.
- As part of this, a staff survey had been conducted in February of how Aviation Business Park and Airport staff travelled to work and their attitudes to sustainable travel. A brief on the finding was given to Members. Responses stood at 644, a 30% increase in the number of responses obtained during the last travel survey in 2015. 69% of companies onsite responded, with 100% of companies with over 50 staff responding. The survey highlighted car share schemes, locker facilities, use of public transport, provision of shower facilities for staff etc. The Aviation Business Park and Bournemouth Airport was currently served by two main bus routes, the 737 (Bournemouth Rail Station to the Airport) and 727 (Boscombe to the Airport).
- 5.5 **Business Park Management:** The Property division was actively looking to make the Aviation Business Park a more attractive place to work. This included increased housekeeping and landscaping standards, but also access improvement both to and within the Park. Enhancing communal facilities will also help to attract businesses and staff. Various initiatives under consideration were outside the café, which was the centre of the scheme, close to the biggest employers, parking, buses and bike stands. If done right and judiciously, popular features would provide an intrinsic value and focus the scheme.
- 5.6 The Chair asked whether new builds included showers, car charging points etc. Mr Greenman stated that this was a good point and it was likely that more would be introduced over time. A Member asked about creche facilities and Mr Greenman replied that there was a creche onsite at Chapel Gate adjacent to Bournemouth Sports Club.
- 5.7 A Member asked what the take-up on the bus was like for Business Park employees. Mr Greenman responded that the bus service was extremely popular at peak times and many staff used it as their main travel to work.
- 5.8 A Member stated that perhaps a small shop would be a good introduction to the Business Park. Mr Greenman replied that there was Cribby's for milk, drinks, lunch, chocolate etc, but there used to be a shop years ago in the 1960s when the Business Park population was far greater than now. It was all about how many people there were to support it.
- 5.9 A Member asked when the link road works would start. Mr Greenman replied that the scheme that has planning consent was some time off yet. However, we may progress an interim road, e.g. for HGV deliveries and airport use.
- 5.10 A Member asked whether the Reid Steel building was still being built, despite the company remaining where they were. Mr Greenman responded that the Airport had decided to secure planning consent for the site but was unlikely to proceed unless another party came forward with a similar requirement.

## 6. Any Other Business

- 6.1 The Chair advised that this was Cathy Willoughby-Crisp's last meeting as she was to retire in a couple of weeks. The Chair thanked Cathy for all her support and valued knowledge over the many years she had been attending the Committee, and added that she will be much missed.

Chair .....

Date ..... 2022

**Future Meeting Dates**

To commence at 1200 hrs in the Imperial Room

→ Thursday 3<sup>rd</sup> November 2022