

Minutes

Meeting	Bournemouth Airport Consultative Committee		
Held on	Thursday 24 th November 2016		
Time	1430 hrs		
Venue	Imperial Room, Departures Building		
Attendees	1.	Mr P Thorne (in the Chair)	Christchurch & District Chamber of Trade & Com
	2.	Cllr T Cordery	Ferndown TC
	3.	Cllr B Goringe	East Dorset District Council
	4.	Cllr Mrs S Grove	Verwood TC
	5.	Mr JT Hosker	Dorset Federation of Residents' Associations
	6.	Mrs J Hudson	Broadstone Residents' Association
	7.	Cllr M Iyengar	Poole BC
	8.	Mr E Jarvis	Bransgore & District Residents' Association
	9.	Cllr Mrs J Jones	Hurn Parish
	10.	Cllr Mrs B Manuel	West Parley Parish & Deputy East Dorset District
	11.	Mr P Matthews	Bournemouth Chamber of Trade & Commerce
	12.	Cllr Mrs M Phipps	Dorset County Council
	13.	Cllr TR Watts	Christchurch Borough Council
In Attendance	Bournemouth Airport Authority:		
	1.	Mr P Knight	Managing Director
	2.	Mrs D Mitchell	Environment, Health & Safety Manager
	3.	Mr A Murray	MAG Principal Planner
	4.	Mrs C Willoughby-Crisp	Air Traffic & Operations Manager
	5.	Mrs S Windsor	External Affairs Consultant
	6.	Ms R Osborn	Secretary
Apologies	1.	Cllr WS Rippon-Swaine	Hampshire County Council
	2.	Cllr W Dow	New Forest District Council
	3.	Cllr Ms V Hallam	Christchurch Borough Council
	4.	Cllr B Rickman & Cllr A Moore	New Forest National Park Authority
	5.	Cllr C Rochester	Bournemouth Borough Council
	6.	Cllr P Russell	Crowhill Res' Association / Burley Parish Council
	7.	Ms A Warner	Dorset Chamber of Commerce & Industry
Next meetings:	2017 Meeting Dates (all Thursdays at 1430 hrs in the Imperial Room): → 2 nd March → 13 th July → 7 th December		

1. Minutes of Last Meeting

- 1.1 The minutes of the last meeting, held on 28th July 2016, were approved by those present.

2. Matters Arising / Actions

ACTION Airport to advise on A1 bus service at the next meeting. Covered under item 5 of the Minutes.
CLOSED

3. Report by the Managing Director

- 3.1 A business update was given for the year to date. Passenger numbers stood at 515,000 against a budget of 466,000 (+10.5%). As a consequence, the Airport was ahead of financial budget due to increased passenger numbers, additional Winter Sun Routes with Ryanair, a new Krakow route from Ryanair and excellent General Aviation (GA) performance. A tight reign was being kept on costs, which were 0.4% better than budget. It was noted that even though the Airport was performing well against budget at the moment, the results were 10.8% down on last year. Individual airline passenger performance was discussed, with Ryanair achieving their budgeted passenger load factors at BOH and Thomson exceeding their budgeted expectations.
- 3.2 As reported at the previous meeting, for the full financial year, the original budget had been revised to 592,000 and then again to 629,000, and then again to 657,000, now 11% ahead of business plan but still below 2015. Costs were expected to remain within budgeted levels, as the Airport continued to maintain very tight cost control. It remained important that the Airport continued to manage costs very closely and increase its revenue, in order to achieve sustainability.
- 3.3 Ryanair had delivered a doubling of their flying programme for the winter season and the new Krakow route had been launched, flying Mondays and Fridays. Early indications on passenger numbers looked promising. There were also additional P&O cruise flights planned.
- 3.4 On the GA side, Maleth Aero had based two VIP 737s at the Airport, Air X had three VIP 737s at the Airport and also had an A340 which had been converted to a VVIP configuration and was now operating worldwide from its base at Bournemouth. A second Air X A340 was expected into BOH shortly for VVIP conversion. New hangar opportunities were being negotiated and there was a review underway of land use opportunities. BOH continued to market attractive flight training and parking deals for aircraft. It was again noted that every £1 spent by BOH was reviewed and carefully considered.
- 3.5 There were 26 winter route departures a week this year, compared to 13 last year (excluding Flybe): Gran Canaria; Tenerife; Lanzarote; Alicante; Malaga; Faro; Malta; Geneva; and Krakow.
- 3.6 Since the last Committee meeting, the following incidents had occurred:

	No	Details
Aircraft Accidents	0	
Aircraft Ground Incidents	3	* 30 th August – Beech Duchess burst tyre * 13 th September – Diamond Twinstar burst tyre on landing * 5 th October – Diamond Twinstar burst tyre on taxi
Full Emergencies	6	
Local Standby	10	
Weather Standby	23	
First Aid	10	
Off-Airport Road Traffic Accidents	0	

- 3.7 Airport passenger comparison for 2014 to 2016 was shown and passenger numbers since the last meeting were discussed. Passenger numbers for the months July to end October 2016 were all down on last year and on 2014. Non-Commercial (GA) movements for July to end October were shown to be slightly down on those in 2015, except for August when they showed a slight increase. Commercial activity was down against the 2015 statistics for the same period, due to Flybe flights last year. Total movements year to date for 2016 were down on both 2014 and 2015, however, passenger numbers had increased due to greater load factors on aircraft with more seating capacity (189-seaters).

- 3.8 Referring to the recent ASQ scores (“Airport Service Quality” was an independent European survey), the Airport reported that the vast majority of passengers arrived at the Airport by private car. Most passengers arrived at the Airport between 1½ to 2 hours before their flight, with leisure being their reason for travel. In the last twelve months, the majority of passengers had made 1 or 2 trips and the passengers were predominantly UK residents. In the last quarter’s results, the age group 55 to 64 made the most flights. In terms of ASQ ranking, BOH was ranked as 10th out of 26 airports in Europe (airports with 5m passengers or less), however, it was to be noted that some Eastern European airports in the same category received state funding to improve facilities.
- 3.9 A Member asked why the Airport was very quiet during certain periods of the day and asked if there were any intercity flights. The Airport replied that there were no domestic flights at the moment, as airlines had to have a certain type of aircraft to make domestic routes work and there were a limited number of airlines in this sector, namely Flybe, Eastern and South West.
- 3.10 A Member asked about car parking charges, as he had parked at Southampton and had been charged £3.80 for just over 10 minutes. BOH charges £3 for 30 minutes, given sufficient time to park, pick-up friends and relatives and return to the car. There were big discounts to be gained from booking online for car parking at BOH. As with other airports, turn-up rates were higher.
- 3.11 A Member asked whether the competitor car parking operation located at Wonderland had had any adverse effect on the Airport. The Airport replied that it did impact Airport revenue and that it was very surprised when Planning Permission had been granted by Christchurch Council to legalise the competitor’s business, contrary to discussions with Christchurch Council Officers.
- 3.12 A Member asked the Airport how it would increase passenger numbers when the aircraft were going out to almost full capacity. The Airport responded that Thomson and Ryanair were doing more movements utilising aircraft not based at Bournemouth. For example, Thomson were going to operate to Turkey next year using a non-based aircraft and utilising the based aircraft that it would have used for the flight to operate to Naples in Italy, thus opening up the Italian Riviera to Bournemouth’s local residents.

4. Aircraft Noise Report

- 4.1 For the period November 2015 to the end of October 2016, there had been 34 complaints from 27 complainants (not including repeat complainants). Of the 34 complaints, 30 aircraft were found to be compliant and 4 non-compliant. The non-compliant were 2 aircraft based in Saudi Arabia and 2 local operators, who had been contacted.
- 4.2 For the same period, there had been 252 complaints from 2 repeat complainants, broken down as follows:
- * 1 complaint from 1 person from Broadstone
 - * 251 complaints from 1 person from Merley
- 4.3 Total aircraft movements per complaint were shown.

5. New Yellow Bus Route – Number 14 (B1 as from 15th January 2017)

- 5.1 A new Yellow Buses route started on the 30th October 2016, serving the following areas: Bournemouth Square; Bournemouth Station; Winton; Westover Retail Park, Parley Cross, Business Park; and the Airport. A timetable was distributed to Members.

- 5.2 The new bus service was aimed at both passengers and Business Park employees, but the Airport knew that, generally, Business Park employees would use it more frequently Monday to Friday. The service only took 15 minutes longer than the previous A1 route. The Airport was in discussions with Yellow Buses about other route networks, including the possibility of a route from Christchurch to Wimborne. The Member for Hurn stated that she understood the business decision for the new service and the fact that it did not stop in Hurn Village but she agreed that this would be good for future consideration and agreed that Hurn residents could still walk up Pussex Lane (10-minute walk) to catch the bus from the Airport.

6. **Planning & Policy**

- 6.1 The Airport reported on National Policy and the issue of Additional Capacity in the South East. The Government had announced that it favoured the Airport Commission's recommendation of an additional runway at Heathrow. They now wanted to undertake significant work before confirming this by means of a National Policy Statement, which was unlikely to be before summer 2017. As previously reported, the MAG position has been that existing capacity should be utilised prior to the addition of substantial new capacity, but any new capacity will take 10 to 15 years to deliver, thus creating potential opportunities for other airports.
- 6.2 The Airport reported on the Christchurch and East Dorset Local Plan Review, which would consolidate all planning policy for Christchurch and East Dorset in one document. It will review general policies and major allocations (including a Green Belt review) and set out detailed development management policies and will, "... *consider need for airport safeguarding policies, and the relationship to any Local Development Order that is proposed*". Public consultation on the draft options by next autumn.
- 6.3 The Airport reported on the Airport Sustainable Development Plan (SDP). The last Master Plan dated from 2007 and only really looked at the operational Airport, as it was a pre-cursor to delivery of the Terminal development. The new SDP will follow a common MAG "portfolio" approach, covering land use, economy and surface access, as well as environment and community, and look site-wide. The draft was expected next year. A Member asked what passenger forecasts the new plan would be based on and the Airport responded that they were not working to forecasts but were to demonstrate the Airport's ability to grow within limits. This approach has been followed at other MAG airports.
- 6.4 The Section 106 2015 Monitoring Report (distributed) was reported as having no standout highlights. Noise complaints, particularly night noise, and complainants had substantially decreased. The Night Noise Quota renewal was with Christchurch Borough Council. The bus patronage was stable, although the new route should see significant increases. The on-site energy generation had decreased compared to 2014 but early 2016 data showed a significant increase on 2015. The 2016 report will be reported to the next meeting.
- 6.5 Other Local Policy included the Dorset County Council Waste and Minerals Local Plans Consultation, which suggested a different waste process at the Eco site. The Airport issues centred on traffic movements, storage of waste, odour and height of and emissions from the smokestack. Airport representatives were to visit a similar facility in Portsmouth. Also, there was a proposal to infill the Parley Court Farm Sand and Gravel Extraction Site with inert waste. The Airport's interest will be in, again, traffic movements and in bird control activity.
- 6.6 It was previously reported that: "*The package of Airport access improvement works is now being progressed through the Growth Deal and the Airport is Chairing the LEP Airport Growth Board*". Planning consent had been awarded for the Hurn roundabout and Dorset County Council was now in negotiation regarding land acquisition. The Local Enterprise Partnership (LEP) advice was now to look at the revised package based on remodelling of the B3073 corridor and the need to address where the issues were first. As a consequence, the A338 package (including Blackwater and Wessex Fields) and Parley Cross was moving up the delivery agenda.

- 6.7 Other local issues:
- Proposed Traffic Regulation Order to extend no waiting and no loading areas in vicinity of Airport entrance and further along Parley Lane: Dorset County Council had removed the outstanding objection so negated the need for a public inquiry. Timescale for implementation was awaited from Dorset County Council.
 - Parkfield School: Christchurch Borough Council was still awaiting a Travel Plan to comply with condition of the permission, in which the Airport had considerable interest. Planning Application for temporary facilities had been withdrawn.
 - Off-site parking operator at Wonderland: Planning consent awarded against Officer recommendation. Decision notice issued with three months to comply.
 - Matcham Karting: Permission granted for a facility to the north of Chapel Lane. Airport sign-off required on lighting and landscaping details.
- 6.8 Aviation Park West:
- Construction of the AIM development with occupation of the building to start in August. Will begin to vacate buildings, thus opening up development and re-letting opportunities.
 - Tenant identified for 14K sq m scheme for Stoford. Occupation in February 2017 generating 500 new jobs to the site.
 - Still pursuing the notion of a Local Development Order with Christchurch Borough Council which would bring a simplified planning regime into effect for developments on the business parks. Master planning work underway to inform this.
- It was noted that both Aim and the company for Stoford were multi-national companies and the Airport considered itself fortunate to retain such large companies in the local area, when they could have relocated to anywhere in the UK or globally.
- 6.9 A Member asked why the roadwork plans did not involve the Parley and Longham areas, moving into the Ferndown area. The Airport responded that it was in discussions with County Council for Parley Cross and Blackwater Junction for them to design a solution for immediate implementation, rather than a highly-engineered plan for implementation in years ahead. The LEP would be presented with proposals in December.
- 6.10 A Member stated that the Traffic Regulation Order for no parking or waiting at the entrance to the Gravel Extraction Site had been passed but had not yet been implemented, even though it was due to be implemented this month. Also there had been vegetation clearance work at Blackwater Junction in readiness for works to commence next Autumn and Hurn Roundabout works were due to commence in September 2017, although there were land acquisition issues to be overcome. It was fully anticipated that this work would be delayed. Cllr Phipps offered to follow-up on the Traffic Regulation Order and the Airport thanked Cllr Phipps for her assistance.

ACTION Cllr Phipps to follow-up on the implementation date for the Traffic Regulation Order, policing of which should be suggested to start with the opening of Parkfield School.

7. Community Matters

- 7.1 One week 2017 Work Experience Placements had been offered to students from the following schools: Bournemouth School for Boys; Twynham Academy; Avonbourne College; Glenmoor and Winton Academy; Bishop of Winchester Academy; and Bournemouth Collegiate School. A discussion took place on the rationale for selecting schools and the Airport advised that selection was on a purely first-come-first-served basis. A Member expressed disappointment that no students had been chosen from the East Dorset area but the Airport replied that this was because it had received no applications from that area. However, it had accommodated students from Ferndown last year and the year previous to that.

7.2 The Airport reported that the next meeting of the Community Fund Management Committee would take place on the 28th November and that four applications had been received. Details of the awards would be reported at the next Consultative Committee Meeting. Currently there was approximately £20K available in the fund.

8. **Any Other Business**

8.1 There was none.

Chairman Date 2016