

Minutes

Meeting	Bournemouth Airport Consultative Committee
Held on	Thursday 19 th March 2026
Time	1200 hrs
Venue	Pussex House, Bournemouth Airport

Attendees	1. Mr D Skillicorn (Chair)	Bournemouth University
	2. Cllr Mrs J Jones (Deputy)	Hurn Parish
	3. Cllr J Adams	New Forest National Park Authority
	4. Cllr V Charrett	Mayor of Christchurch
	5. Mrs S Fotheringham	Friends of St Catherine's Hill
	6. Cllr R Horne	Brockenhurst Parish
	7. Cllr C Latham	Verwood Town Council
	8. Cllr Manley	Bransgore Parish Council
	9. Cllr B Manuel	West Parley Parish Council
	10. Cllr S Rippon-Swaine	New Forest District Council
	11. Mr P Thorne	Christchurch & District Chamber of Trade & Commerce
	12. Mr D Williams	Broadstone Neighbourhood Forum
	13. Ms R Osborn	Secretary to Consultative Committee
In Attendance	Bournemouth Airport:	
	1. Mrs N Parks	Director of Operations
	2. Mrs C Hicks	Customer Service Director
	3. Mr R Johnson	Head of Development
Apologies	1. Cllr J Cook	Burley Parish Council / Crowhill Residents' Association
	2. Cllr T Cordery	Ferndown Town Council
	3. Cllr B Gorringe	Dorset County Council
	4. Cllr Mrs M Phipps	BCP

Meeting dates:	All Thursdays at 1200 hrs	→ 23 rd July 2026
		→ 19 th November 2026

1. Minutes of Last Meeting

The minutes of the last meeting, held on the 27th November 2025, were approved by those present.

2. Actions from Minutes of Last Meeting

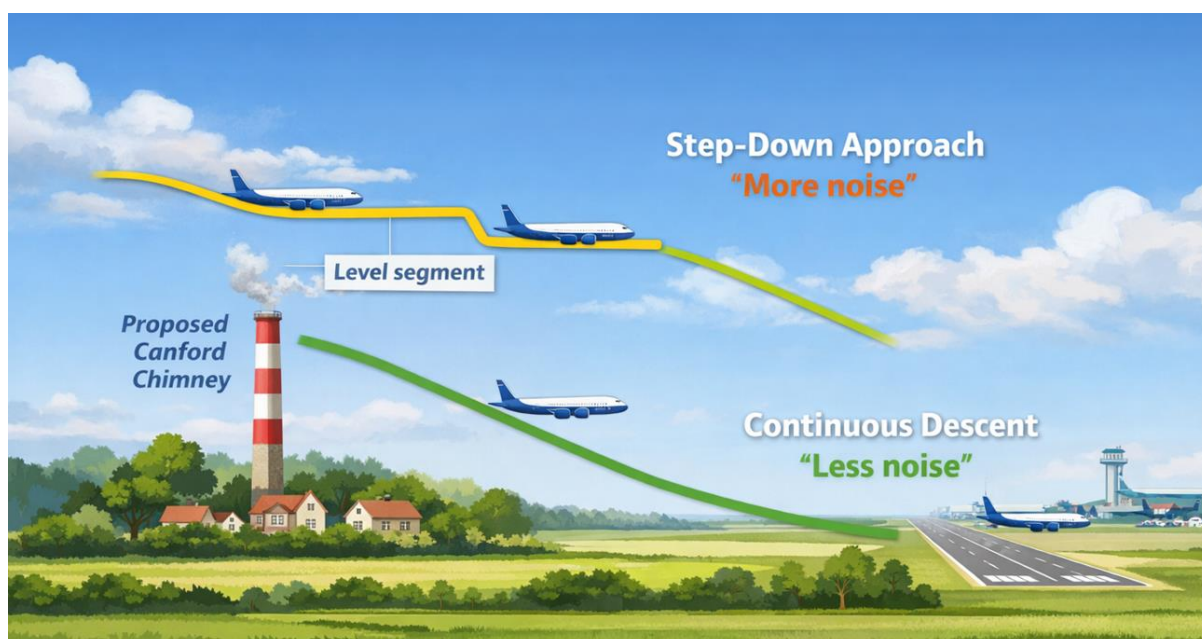
ACTION 1 **Airspace Change: Update at the next meeting**

ACTION 2 **The Member who had a taxi issue upon landing to put his experience in writing to Mrs Hicks for investigation with the taxi company.** Mrs Hicks reported that PRC Streamline Taxis, the Airport's Taxi Concession Company, had an obligation for their drivers to inform passengers of the pick-up / drop off charge as soon as they got into the taxi. She had followed this up with the Company.
[Post meeting note: This has been further clarified with the Streamline Director.]

ACTION 3 **Tour of new facilities to be arranged for after the next meeting. Members wishing to be included to email the Secretary.**

ACTION 4 **Canford Chimney Planning Application to be discussed at the Extraordinary Consultative Committee Meeting with the Airport Operations Director.** Further to the meeting held, Mrs Park provided a detailed explanation of the Airport's continuing objection to the scheme on the grounds of Safeguarding.

The following illustration was shown demonstrating the Airport's CDA (Continuous Descent Approach) in Green, together with the amended approach, shown in yellow, should the scheme receive the go ahead.



In order to miss the chimney in the diagram, which would sit 115 metres above ground level, aircraft would need to fly a step-down approach, which would increase noise and be less environmentally friendly. The question was asked whether aircraft would have to use additional reverse thrust upon touch-down in the step-down scenario and the response was that it depended very much on the pilot and the extra fuel that would have to be burned. Reverse thrust would mean a greater noise impact.

Additionally, the chimney would represent an additional obstacle risk for aircraft on departure. This could be mitigated by flying lighter, i.e. with less passengers, however, this would not be commercially sustainable.

Should the chimney pass Planning Committee, the Airport would have to put a safety mitigation in place for aircraft. This would be in line with safety protocols but be adverse to the Airport's Net Zero by 2040 environmental target, which did not sit well with the Airport.

BCP was collating comments / views until the 5th May and the Chair encouraged Members to feedback their views via the BCP website, whatever they might be.

3. **Business Update**

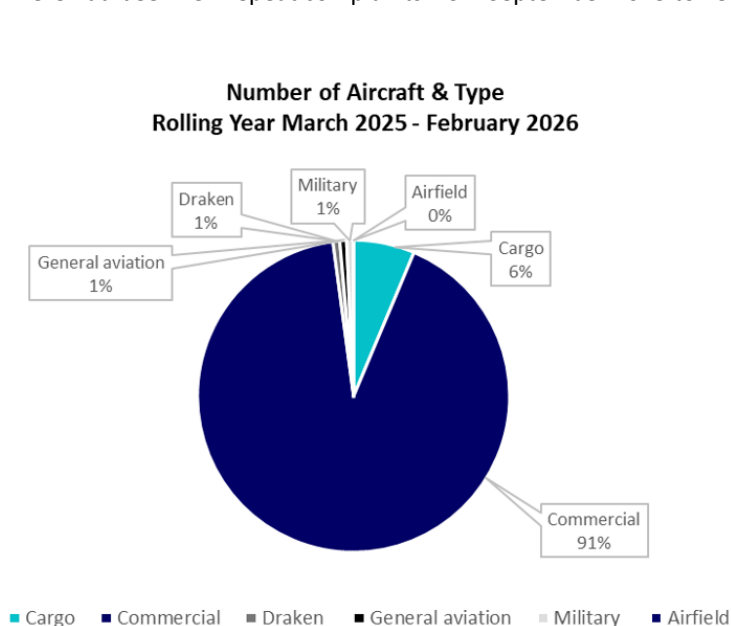
- 3.1 Passenger Numbers: There were 58,398 passengers in February and 1,316,397 in the Financial Year to Date (1st April 2025 to end February 2026). Passenger aircraft movements for the same period stood at 8,554, there were 567 Cargo movements and 15,296 General Aviation movements (including light aircraft).
- 3.2 As expected, the year to end March 2026 will be the Airport's busiest ever, anticipating just under 1.4 million passengers, beating the record set just a year earlier. The 2026-27 year was expected to be a year of consolidation with shallower growth.
- 3.3 A Member asked what the limit of growth was for the Airport in terms of passengers. Mr Johnson replied that in accordance with the MAG Planning Permission in 2011, there was a cap on passenger numbers at 3 million. However, the Airport's 10-Year Plan put growth at no more than 2½ million, in a steady and incremental progression.
- 3.4 A Member asked whether the Airport operated 24-hours. Mrs Park replied that the Airport was licensed to operate 24 hours and has a strict Night Noise Quota. The Airport did not exceed the set level. Presently, the Airport did not intend to operate on a 24-hour basis for scheduled services, however, it would always try to bring passengers flying back on based aircraft back into the Airport, both for the passengers and airlines' convenience. This was dependant on Air Traffic and Fire Station manning levels.
- 3.5 The Airport Team were watching the events in the Gulf region closely, including fuel prices, for potential impact on business this summer.

- 3.6 The major first phase of development across the site was now completed. Completed developments included: New outbound baggage hall; extended check-in area; new immigration hall; new domestic arrivals facility; new aircrew and engineering accommodation building; extended car park; extended In-Flight Services facility; new Cargo area; and a provision of electric vehicle (EV) charging stations. The Fuel Farm was due for completion in June 2026. In addition, the Airport was moving away from diesel vehicles to electric via a phased approach and both Jet2 and TUI operated electric ground service vehicles at the Airport.
- 3.7 The new access footpath was largely complete and now open to the public. Works commenced in January, having been delayed pending Local Authority planning approval and then TPO approval for the pruning of trees at the end of Hurn Court Lane. Final completion (the final surface layer) was still outstanding, pending BT chamber works yet to be undertaken.
- 3.8 The newly refurbished Bourne and Acre restaurant in the Departure Lounge opened yesterday (18th March), following a 9-week refurbishment programme completed on time. The Airport and SSP, the operator, covering the significant investment. This was the first, and the largest, phase of a planned food and beverage refurbishment in the Departures building. The next stage was anticipated to follow later in the year.
- 3.9 Customer Satisfaction scores for all airline customers continued to trend positively. With the latest monthly figures standing at: Jet2 96%; Ryanair 91%; and TUI 95%. Bournemouth has ranked consistently highest for all Jet2 UK bases since the launch in February 2025.
- 3.10 100% of PRM passengers (Persons with Reduced Mobility) received assistance within 10 minutes of reporting at the Airport. In the calendar year 2025, there were 14,605 PRMs and in the last calendar year, 2026, there were 19,948, which represented a 36% increase year-on-year. A detailed discussion took place on the number of PRMs / categories of PRMs the airlines served.
- A Member asked whether PRMs were ever left on an arriving aircraft for any length of time, as sometimes happened at other airports. Mrs Hicks replied that the only time a PRM passenger would be left in their seat would be if there were multiple flights arriving at once and then the Airport's PRM Team would be stretched. However, it was noted that the Ryanair aircraft turnaround time on the ground was 25 minutes, so the passenger would never be waiting long.
- 3.11 Passenger operations for Summer 2026, Winter 2026/27 and Summer 2027 were shown, along with new routes. There were four key airlines, TUI, Ryanair Jet2 and easyJet, and seven key tour operators, Canterbury Travel, Hays Travel, Jet2holidays, P&O Cruises, Santa's Lapland, Transun and TUI. 42 destinations were served, in 18 countries. Kos (Jet 2), Larnaca (TUI) and Trapani (Ryanair) were new routes for 2026. Reus (Jet2) was the new route for 2027. Note, the TUI Larnaca route has been cancelled as of 23 March following continued uncertainty in the Gulf. This route will be backfilled with additional Rhodes rotations.
- 3.12 The full List of destinations was shown to Members, as follows:
- Jet2: Agadir, Alicante, Antalya, Corfu, Costa de la Luz, Crete, Dalaman, Faro, Fuerteventura, Gran Canaria, Ibiza, Kos, Lanzarote, Madeira, Majorca, Menorca, Prague, Reus, Reykjavik, Rhodes, Tenerife, Vienna & Zante
 - Ryanair: Alicante, Bergerac, Carcassonne, Chania, Edinburgh, Faro, Fuerteventura, Girona, Gran Canaria, Krakow, Lanzarote, Majorca, Malaga, Malta, Murcia, Rhodes, Tenerife, Trapani, Wroclaw and Zadar
 - TUI: Antalya, Corfu, Crete, Dalaman, Gran Canaria, Ibiza, Kefalonia, Kos, Lanzarote, Lapland day trip, Larnaca, Majorca, Menorca, Paphos, Rhodes, Tenerife and Zante
 - easyJet: Geneva (6 flights per week)
 - P&O Cruises/Hays Travel: Barbados (Fly Cruise)
 - Canterbury Travel: Enontekio (Lapland Day Trip)
 - Santa's Lapland: Ivalo (Lapland Short Break)
 - Transun: Enontekio (Lapland Day Trip, Short Break & Arctic Experience)

4. **Corporate & Social Responsibility**

- 4.1 **Noise Complaints:**
Rolling Year 1st March 2025 to the 28th February 2026:
- ➔ 142 complaints for the year
 - ➔ 109 complainants
 - ➔ All flights were compliant.

4.2 There had been 154 repeat complaints from September 2025 to February 2026.



Number of complaints per area:

Areas	All complaints
Avon Castle	1
Bearcross	2
Bearwood	2
Bournemouth	2
Brangore	32
Broadstone	4
Brockenhurst	66
Burley	1
Colehill	1
Highcliffe	1
Hordle	2
Hurn	1
Kinson	2
Lytchett Matravers	2
Northbourne	1
Poole	3
Ripley	1
Southampton	3
Southbourne	1
Thorney Hill	2
Unknown	2
West Moors	1
West Parley	2
Wimborne	6
Winton	1
TOTAL	142

4.3 Members were briefed on the application of CAP 493 (MATS Part 1) requirements relating to vectoring aircraft onto final approach. In particular, aircraft must be established on the final approach track no closer than 2 nautical miles prior to the Final Approach Fix (FAF) for an ILS approach.

For Bournemouth Airport's ILS approach to Runway 26, the FAF was located approximately 4.5 nautical miles from touchdown (around 5 miles / 8 km), with the Intermediate Fix (IF) at approximately 7.5 nautical miles (around 8.5 miles / 14 km). In practical terms, this meant that aircraft were required to be established on the localiser several miles to the east of the Airport, generally over the New Forest area.

Geographically, this typically placed aircraft around, or just to the west of, Brockenhurst when joining the final approach, depending on how they were sequenced.

It was noted that these regulatory requirements limited how tightly aircraft could be turned onto final approach and, therefore, influenced both the track flown and the areas over which aircraft operated.

4.4 The Member from Brockenhurst noted that complainants from his area had passed on that their complaints were now being answered, and they felt they were starting to be listened to. Mrs Park explained that she had now taken over the noise complaints and was responding to each and every complaint. However, if Members could please bear with her in that, on occasion, because of other operational matters in her capacity as Operations Director, she may not be able to respond immediately, however, she assured Members that she responded to all. Members thanked Mrs Park and all agreed that noise complaint responses had improved, both by information provided and empathy.

4.5 Members expressed their appreciation for the information sheets Mrs Park had composed following the Noise Meeting. According to Members, the document explained the matter in plain but detailed terms, which they felt anyone could understand. All agreed this was an excellent document and Mrs Park thanked Members and said it would be put on the Airport's website for all to view.

- 4.6 The point was made that it was felt by residents that Cargo aircraft were consistently flying lower and, therefore, were noisier. Mrs Park stated that the Cargo aircraft (A340s) were larger aircraft compared to the scheduled passenger aircraft. They had four engines, instead of two, were older and noisier (yet still compliant with UK regulations). They flew the same departure / approach procedures as the other aircraft and were at the same position in the sky (i.e. height) as smaller aircraft, however, were much more noticeable due to their size and nature. They had a different noise quota count allocated due to their specifications; nevertheless, remain within the Night Noise Quota Limits.

ACTION Check to be undertaken to clarify whether cargo flights are included within overall airport annual runway movements limits.

ACTION Explanation for next meeting of current routing of aircraft following their turn at 3.1nm – were they still being routed over the River Stour to avoid the conurbation?

- 4.7 **Community Fund:**
A meeting had been held with BCP in February to discuss restarting the Community Fund and selecting members for the panel. Awaiting a response regarding panel members. The query had been raised about adding a member from the Consultative Committee to the panel, however, the Section 106 Agreement stated that the fund should consist of one representative from the Airport and three members selected by the Council.

- 4.8 Mrs Park stated that it was her intention to take the Community Fund forward in the next couple of months.

- 4.9 Members asked when the last meeting was and, as the fund stood at £80k and the Airport put in £10k per year, it had to have been 8 years at least, probably around the time that BCP came into being.

- 4.10 [The Community Fund catchment area in the revised 106 Agreement attached to these minutes.]

5. Any Other Business

None

Chair

Date 2026

The Community Fund catchment area in the revised 106 Agreement.

Community Fund Area

