

Minutes

Pending Committee Approval

Meeting	Bournemouth Airport Consultative Committee
Held on	Thursday 24 th July 2025
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. Mr A Biggs	RAF Association
	4. Cllr V Charrett	Mayor of Christchurch
	5. Cllr T Cordery	Ferndown Town Council
	6. Mrs S Fotheringham	Friends of St Catherine's Hill
	7. Mrs K Glynn	Crowhill Residents' Association / Burley Parish Council
	8. Ms D Hart	Dorset Chamber of Trade & Industry
	9. Cllr C Latham	Verwood Town Council
	10. Cllr Manley	Bransgore Parish Council
	11. Cllr B Manuel	West Parley Parish Council
	12. Cllr S Rippon-Swaine	New Forest District Council
	13. Mr P Thorne	Christchurch & District Chamber of Trade & Commerce
	14. Mr D Williams	Deputy – Broadstone Neighbourhood Forum
	15. Ms R Osborn	Secretary to Consultative Committee
In Attendance	Bournemouth Airport:	
	1. Mrs C Hicks	Customer Service Director
	2. Mr R Johnson	Business Development Manager
	3. Mrs D Mallet-Knight	Environment & Sustainability Officer
	4. Mr A Kenyon	Air Traffic Control
Apologies	1. Cllr B Gorringe	Dorset County Council
	2. Cllr Mrs M Phipps	BCP

Meeting dates:	All Thursdays at 1200 hrs
	→ 27 th November 2025
	→ 19 th March 2026
	→ 23 rd July 2026
	→ 19 th November 2026

1. Election of Chair and Deputy Chair

1.1 Members confirmed the Chair and Deputy in Office for the next year (second year of the three-year term).

2. Minutes of Last Meeting

The minutes of the last meeting, held on the 20th March 2025, were approved by those present.

3. Actions from Minutes of Last Meeting

ACTION 1 ONGOING **Community Fund: BCP stated a Variation to the 106 Agreement was required. The Member from BCP offered to follow-up with the BCP Legal Team and report back to Mrs Mallet-Knight.** The Deed of Variation had been reviewed and was with the Rigby Group awaiting signature. The Community Fund catchment area in the revised Section 106 Agreement had been forwarded to Members and attached to the last minutes. Full briefing at the next meeting.

[Further discussion under Corporate & Social Responsibility on page 5.]

ACTION 2 ONGOING **Airspace Change: Cyrrus to be invited back to present to the Consultative Committee at such time there was something to report / feedback from the CAA.**

The Chair had received a statement from Egis Group, the Airport's consultants on Airspace Change:

"In October 2018, Bournemouth Airport began working on a change to bring about an improvement to the way aircraft navigate when approaching the airport for landing. This procedure uses a modern aircraft navigation system called 'Area Navigation' (RNAV).

This means that instead of using traditional ground-based navigation methods, aircraft will use advanced satellite technology to approach the runway. This aligns with the UK's preference for Performance Based Navigation (PBN), which is a more efficient and effective way of guiding aircraft. The UK guidelines, known as UK PBN-IR, favour this modern method over Instrument Landing Systems (ILS). This change will make the approaches more reliable. However, the traditional navigation methods will remain available for use at Bournemouth, ensuring flexibility and options for pilots as not all aircraft are equipped to fly RNAV procedures.

Despite encountering some delays due to the Covid pandemic and a review by the Civil Aviation Authority (CAA), the work on the airspace change resumed at the end of 2024. The airport continues to move forward with its plans to enhance flight operations and safety.

Bournemouth plans on starting formal consultation early November 2025 and the planned implementation date is in December 2026."

4. **Business Update**

Rob Johnson, Business Development Manager RCA
Cathy Hicks, Customer Service Director

4.1 **Passenger Numbers:** There were 169,245 passengers in June, behind the forecast of 188,725. (Financial) Year to Date passenger numbers stood at 418,055, slightly behind expectations.

For June there were: 1,094 passenger aircraft movements; 75 Cargo movements; and 1,364 General Aviation movements (including light aircraft).

4.2 **Performance:** Bournemouth achieved 99% On Time Performance of aircraft, with Check-In average queue time at 6 minutes and Central Search average queue time at 4 minutes.

Check-In now opened 3 hours before departure, which helped with the queues through security and allowed more time for passengers to eat, drink and relax airside.

The target of 20 minutes for the first bag on the baggage belt was achieved for 95% of flights.

4.3 **Customer Satisfaction:** (CSAT) scores for all airline customers continued to trend positively, with TUI scores the second highest of all TUI UK bases in June and Jet2 results continued to be top of all Jet2 UK bases for all aspects of the customer experience other than arrivals. However, it was anticipated the Arrivals score will improve once the new facility was operational.

- 4.4 **PRM (Persons with Reduced Mobility)** performance results were excellent for the period, with 100% of passengers receiving assistance within 10 minutes of arrival at the Airport.
- There were 2,520 PRM passengers in June, compared to 1,724 last year for the month.
- A second Ambulift and a fourth Aviramp had been added to the fleet of passenger assistance equipment.
- A Member asked about the number of PRMs and Mrs Hicks responded that the Airport was contractually obliged to serve as many PRMs as were presented, in accordance with how many the airline accepted.
- Another Member stated that, since being on the Committee, he had received feedback that no-one had a bad word to say about the Airport and the older people stated that they will only fly from Bournemouth.
- Mr Johnson stated that it was worth noting that everyone involved in the passenger experience worked directly for the Airport, which made a real difference throughout the RCA Group.
- 4.5 **Route Update:** Jet2 launched its Bournemouth base on the 4th February this year. A second based aircraft arrived on the 1st May and operated year-round.
- There had been further increases in the Ryanair capacity, with three new routes on sale for Summer this year.
- There was additional capacity on sale for Winter 2025, with an extended Jet2 operation and new routes, and additional winter frequencies on Ryanair routes.
- A third based European Cargo aircraft had been deployed at Bournemouth, enabling a year-round operation for the first time.
- 4.6 A Member asked about the recent press that Jet2 had reduced its routes for next Summer. Mr Johnson replied that Jet2 had planned in principle for a third based aircraft for the 2026 summer high season only period starting late July 2026, however, they had issues with aircraft deliveries and so were deferring. Bournemouth was still anticipating Jet2 aircraft growth, the phasing had just changed. The Chair stated “well done” to Jet2 for doing it now, rather than in January when people would be more disappointed.
- 4.7 **Forecast Growth:** It was reported that 2025 will bring the largest ever annual increase in jobs at the Airport. It was anticipated that there would be circa 100 new jobs within the Airport organisation, created by the arrival of Jet2 and other third-party operators onsite. The long-term construction projects on the Airport and Business Park further supported the local economy.
- 4.8 The Deputy Chair commented that the original planning permission was for 3 million passengers a year. Mr Johnson agreed and stated that this was agreed under the Manchester Airports Group (MAG) ownership. When Regional & City Airports (RCA) purchased the Airport, it favored a more phased approach and was developing business steadily. It was not expected that passenger numbers would reach 3 million in the short-term.
- 4.9 A Member asked whether the Cargo operation backfilled the loss of the Royal Mail operation. Mr Johnson replied that it did, and it was worth noting that, as well as the substantial import volumes which remained the core of the operation, there was a steady growth in volume of export goods from Bournemouth which covered a wide variety of high value, UK-manufactured goods.
- 4.10 A Member asked whether the old Cargo area could be converted to aircraft stands. Mr Johnson replied that this was considered to be an option for long-term development, but not in the current plans. There were 6 “contact” stands immediately in front of the terminal building, with additional remote stands which were sufficient for the Airport’s current growth forecasts.
- 4.11 **2025 Projects Update:** The major 2025 projects were now nearing completion. These included the 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 InFlight Services facility, new Cargo area, additional Fuel Farm capacity and the provision of Electric Vehicle (EV) charging stations. Images were shown.

4.12 **Additional Capacity for the Fuel Farm:** The Fuel Farm had operated from the same site since the 1940s and, although upgrades had been made over time to accommodate the increase in flying activity, there was also investment in further upgrades of the existing infrastructure. The objectives were to expand the capacity from 435,000 litres to 920,000 litres, renovating the existing structure to improve the overall onsite fuel supply resilience. The first of three new 120,000-litre Jet A1 fuel tanks had been delivered to site earlier this month.

4.13 A Member asked about a Government report – planning runway capacity in the South-East of England. Mr Johnson replied that there was a substantial market in which to grow but the Airport was mindful that London Heathrow (LHR) was at the end of the M3. There was a reality, as with any business, to maximise the value with planning permission, even if building work was not planned imminently. In the case of the large London airports, gaining planning permission was one thing, securing investment to deliver the proposed infrastructure was another. Even though there was incrementally more traffic for Heathrow and Gatwick predicted, this did not necessarily mean that Bournemouth would not also be able to grow and capture additional market share. However, the London airports were confident of this market which was reassuring for other airports looking to invest.

The key factor was service. Bournemouth now had a number of its key routes operating daily, so as long as the service was good and the schedule of carriers was attractive, there was now effectively an accelerated potential for local people to fly from Bournemouth.

4.14 The Chair asked if he was correct in saying that Jet2 did not have slots at Gatwick, so Bournemouth was in effect their south coast airport. Mr Johnson confirmed this.

4.15 **Summer 2025 passenger operations** were shown, along with the new routes for Summer 2026:

There were four key airlines, TUI, Ryanair Jet2 and easyJet, and seven key tour operators Hays Travel, Hurtigruten, Jet2holidays, Newmarket Holidays, P&O Cruises, Santa's Lapland, Transun and TUI.

2025 new destinations: Costa de la Luz, Fuerteventura; Madeira; Prague; Reykjavik; and Vienna, (Jet2).

2026 new destinations: Kos (Jet2); Larnaca (TUI).

4.16 **Full List of Destinations:**

Jet2

Agadir, Alicante, Antalya, Corfu, Costa de la Luz, Crete, Dalaman, Faro, Fuerteventura, Gran Canaria, Ibiza, Lanzarote, Madeira, Majorca, Malaga, Menorca, Prague, Reykjavik, Rhodes, Tenerife, Vienna, Zante and Kos for 2026.

Ryanair

Alicante, Bergerac, Carcassonne, Chania, Edinburgh, Faro, Fuerteventura, Girona, Gran Canaria, Krakow, Lanzarote, Majorca, Malaga, Malta, Murcia, Nantes, Rhodes, Tenerife, Venice, Wroclaw and Zadar.

TUI

Antalya, Corfu, Crete, Dalaman, Gran Canaria, Ibiza, Kefalonia, Lanzarote, Majorca, Menorca, Paphos, Rhodes, Tenerife and Zante and the 2026 new destination: Larnaca.

easyJet – Geneva (6 flights per week)

5. **Corporate & Social Responsibility**
Danni Mallet-Knight

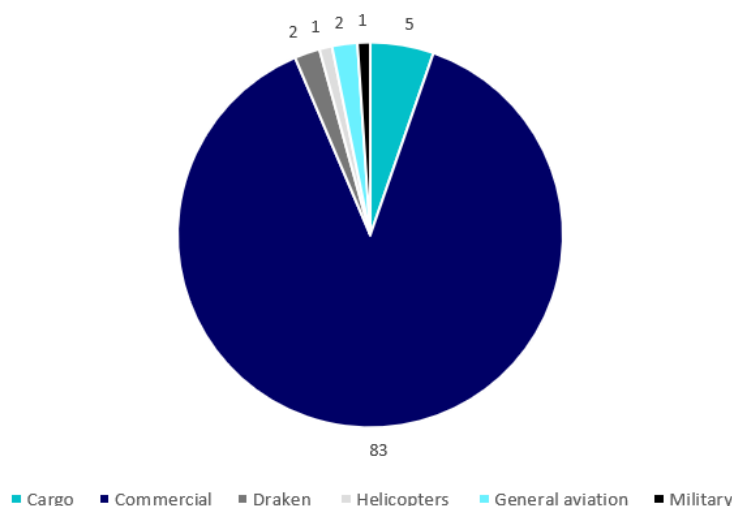
5.1 **Community Fund:**

As previously reported, the Deed of Variation had been reviewed and was with the Rigby Group awaiting signature.

Two applications had been received for the Fund this year.

- 5.2 The Deputy Chair asked how much was currently in the Community Fund and when was the last award made. Mrs Mallet-Knight replied that the fund stood at £70,000 and the last award was made pre-Covid. This was because everything stopped during the pandemic, then Christchurch Council was amalgamated into BCP. The Airport was bound to contribute £10,000 a year into the fund.
- 5.3 A Member asked whether the Airport could create another fund to sit alongside the Community Fund, to benefit the areas most affected by noise. Communication to be sent direct to Mrs Mallet-Knight who would forward to RCA Group.
- 5.4 The Deputy Chair agreed with a Member who expressed disappointment that West Parley and Ferndown were not covered.
- 5.5 **Community:** The Airport had taken a stand at the New Forest Show and supported the “Fly2 Help Airmiles Day”, which was a charity that hosted events for families experiencing challenging times.
- 5.6 **Noise Complaints:**
Rolling Year 1st July 2024 to 30th June 2025:
→ 94 complaints for the year
→ 77 complainants
→ All flights were compliant.

Number of Aircraft & Type
Rolling Year July 2024 - June 2025



Number of complaints per area:

Areas	All complaints
Bear Cross	5
Bournemouth	1
Bransgore	46
Broadstone	3
Brockenhurst	9
Burley	1
Candford Cliffs	1
Ferndown	3
New Milton	2
Northbourne	2
Poole	1
Redhill	1
Southbourne	2
Wareham	1
West Moors	1
West Parley	1
Wimborne	13
Other/not known	1
Total	94

- 5.7 A Member stated that aircraft noise over West Parley had become increasingly worse over the last few months and it was thought that the cargo aircraft were not using the correct route. The Member stated that they were getting representations from their Parish Council members as to what could be done about it. There was also a problem with passengers parking their cars in West Parley and taxiing to the Airport. The Deputy Chair stated that there was room in the Airport’s car parks and the Chair commented that this was the problem other airports experienced throughout the UK, and agreed it was ghastly for residents.
- 5.8 Mr Kenyon stated that after departure from Runway26 aircraft used route guidance from their FMS (Flight Management System) according to the standard route database (UKSRD). As these departure routes were not Standard Instrument Departures, the only obligation was to follow noise preferential routes. This meant after the aircraft turned, the most efficient routings can be used (even if this did not follow the UKSRD). As the normal routing for departures heading East and South East was to leave the UK via GWC (Goodwood), a routing further south than the route in the UKSRD was used. ATC will investigate, but it appeared this may be the reason for some of the flights observed further south than expected.

- 5.9 A Member stated that he had received representation from 20 to 25 residents of Thorney Hill regarding aircraft noise. The people who had been in communication with him stated that there had been no communications from the Airport and whenever they complained there was no response.
- 5.10 The Chair advised that the Airport company held a meeting with Representatives from Thorney Hill (Bransgore Parish) on the 23rd June to discuss specific concerns raised relating to aircraft noise over the village. The Airport reported that the meeting was informative and very well received by attendees, according to emails / letter received from the attendees. It was perplexing.
- 5.11 The Chair stated that the Airport had been licenced to operate for 81 years. Aircraft operating today were significantly quieter compared to the Mail Flight Electra aircraft, the early generation Boeing 737-200s which were incredibly noisy and the BAC 1-11 aircraft which were built and tested at Bournemouth. A discussion ensued as to the changes to aircraft operating out of Bournemouth over the years and it was agreed that purchasing a house near an airport should have been highlighted by solicitors during the purchasing process, and also the question had to be asked as to whether those people who complained actually used the Airport.
- 5.12 Mr Kenyon clarified that the location of Thorney Hill was approximately 4.6 miles from touchdown on the extended centreline (and Instrument Landing System approach) for Runway26. When aircraft were flying an instrument approach, they will already be established on the centreline when passing Thorney Hill and will be approximately 1,200 feet. If an aircraft was flying a visual approach, they may establish on final approach nearer the airport, but this was not as common.
- 5.13 Mr Kenyon continued to state that, when approaching a runway, aircraft will normally be positioned in an area either side of the extended centreline to allow the Air Traffic Controller to build a sequence to the runway. This allowed efficient use of the runway and reduced flying time. It also permitted aircraft to use stable approaches which provided safe, predictable and standard methods which were used worldwide. Bransgore and its environment was within the manoeuvring area with aircraft normally establishing onto the final approach at approximately 8nm.
- 5.14 A Member stated that the A340 cargo aircraft had been logged as flying low over her house. This was according to Flight Radar. Mr Kenyon responded that, although Flight Radar was a very useful information tool, its accuracy (particularly lower accuracy) was often questionable and depended on many factors. All Bournemouth flights that were observed as potentially non-compliant were investigated and it was confirmed that the majority (almost all) of flights investigated were compliant and there were no issues with standards in the evidence examined.

Tour of Air Traffic Control

- 6.1 A tour of Air Traffic Control was undertaken for those Members who expressed an interest.

Any Other Business

- 7.1 A Member asked about whether the Airport had considered purchasing the school at its entrance road. Mr Johnson replied that the school was owned by the Department for Education who were keen to retain it for educational purposes. The Airport had logged its interest.
- 7.2 A Member asked whether there were an plans to fly to Luxemburg. The Chair replied that the Airport was more of a holiday destination base, however, Mr Johnson agreed to put it on his wish list.

Chair

Date 2025