

Minutes

Meeting	Bournemouth Airport Consultative Committee		
Held on	Thursday 15 th November 2012		
Time	1430 hrs		
Venue	New Imperial Room, Departures Building		
Attendees	1.	Mr JT Hosker (Chair)	Dorset Federation of Residents' Associations
	2.	Cllr D Fox	Dorset County Council
	3.	Cllr M Brooke	Poole Borough Council
	4.	Rev C Booth	St Marks West Parley & Airport Chaplain
	5.	Cllr TJ Cordery	Ferndown Town Council
	6.	Cllr WH Dow	New Forest District Council
	7.	Mr R Gulliver	Cobham Aviation Services
	8.	Mr B Tennant	Cobham Aviation Services
	9.	Cllr J Cullen	West Parley Parish Council
	10.	Mr P Thorne	Christchurch & District Chamber of Trade & Com
	11.	Cllr T Watts	Christchurch Borough Council
	12.	Mr P Matthews	Bournemouth Chamber of Trade & Commerce
	13.	Cllr J Wilson	East Dorset District Council
	14.	Cllr A Rice TD	New Forest National Park Authority
	15.	Cllr Mrs M Phipps	Hurn Parish Council
	16.	Cllr C Lockyer	Bransgore Parish Council
	17.	Ms J Richards	Bransgore & District Residents' Association
	18.	Mr J Mather	ACRA
	19.	Mr O Crosthwaite-Eyre DL	New Forest National Park Authority (Deputy)
	20.	Mr P Willis	Transport Planning - Dorset County Council
In Attendance	Bournemouth Airport Authority:		
	1.	Mr P Knight	Managing Director
	2.	Mr M Twomey	Head of Technical Services
	3.	Mr R Coggins	Environment and H&S Manager
	4.	Mrs C Willoughby-Crisp	Air Traffic & Operations Manager
	5.	Mrs S Windsor	External Affairs Consultant
	6.	Mr A Murray	Principal Planner - MAG
	7.	Mr H Greenman	Estates Manager
	8.	Miss W Jones	Administrator (taking notes)
Apologies	1.	Cllr WS Rippon-Swaine (Deputy Chair)	Hampshire County Council
	2.	Cllr C Appleby	Verwood Town Council
	3.	Mr P Russell	Burley Parish Council & Crowhill Residents' Association
	4.	Mr I Du Cros	Jet2.com
	5.	Mrs J Hudson	Broadstone Residents' Association
	6.	Mr S Webb	Technical Representative
	7.	Mr P Scott	Dorset Business
Next meeting	Thursday 28 th March 2013, commencing at 1430 hrs in the New Imperial Room		

Item

1. Minutes of Last Meeting

- 1.1 The minutes of the last meeting, held on 12th July 2012, were approved by those present.

2. Matters Arising

2.1 There were none.

3. Report by Paul Willis, Group Manager Transport Planning - Dorset County Council

3.1 Mr Willis reported that the Christchurch and East Dorset Core Transport Strategy would set out the broad development strategy for the councils until 2028, and will contain the main vision, objectives and planning policies to make the strategy happen. A public consultation on the Schedule of Proposed Changes to the Pre-Submission Core Strategy would take place between Monday 5 November and Friday 21 December 2012.

3.2 Improvements over the next 20 years to the B3073 junction from Parley Cross to A338 Blackwater would likely include the provision of an additional lane on the B3073 (for use by public transport and potentially high occupancy vehicles), road widening from Chapel Gate roundabout to Blackwater Junction and the A338 between Blackwater and Cooper Dean to dual-3 standard (with the potential to provide a public transport / high occupancy vehicle lane). In addition, major improvements at Blackwater interchange by the provision of an additional bridge deck to provide for an additional lane of traffic in each direction over the A338. Beyond 2026, any improvements from Chapel Gate to Bear Cross were highly unlikely due to the need for funding. Improvement works were to be logically sequenced within the longstanding budget.

3.3 Improvements to Hurn roundabout to relieve queuing and delays would be under consultation January 2013 with a view to implementation by 2014. Scheme funded by DCC & M.A.G.

3.4 The Government proposal was that the local transport bodies (LTB) would be responsible for establishing a balanced programme of local major scheme priorities for delivery beyond 2015. Local major transport schemes decision-making would be aligned with local economic growth ambitions as set by LEPs (Local Enterprise Partnership). The primary role of LTBs would be to agree, manage and oversee the delivery of a programme of transport schemes beyond 2015 up to, as a minimum, 2018-19 on behalf of their LEP area. An initial programme of schemes was required by July 2013. Early indications were between £12m-£24m for Dorset with a potential mid-way figure of £18 million and similar funding for 2019-22.

3.5 Funding for Blackwater post 2019-20 would be determined by the local transport bodies. The money for the West Parley two link schemes would come from developers' contributions (likely post 2015).

3.6 Improvements to Hurn roundabout would push the road to the east and south by 40 metres with extra capacity on Parley Lane and Christchurch Road, including a cycleway. Discussions with Hurn Parish Council were taking place to address concerns. Traffic signalling was being investigated but this would be more land-hungry to achieve capacity or would need to be a signalised T junction. The roundabout option was considered the best solution, which was also further away from Hurn residents. The scheme would require a planning application, with implementation 2014. A public consultation would commence next year. The majority of the works would be completed off-line to minimise disruption and, where possible, road closures would be implemented at night.

- 3.7 West Parley Cross Junction would include:
- A convenience store;
 - New link roads to take out at least a third of traffic from the junction;
 - Two vehicle lanes on the Christchurch Road [E] approach, with left turns banned;
 - Two vehicle lanes on the Christchurch Road [W] approach, with right turns banned;
 - Two vehicle lanes on the New Road [N] approach, with all movements permitted;
 - Single vehicle lane on the New Road [S] approach, with right turns banned;
 - New Road shops with parking;
 - Cycling and pedestrians access.
- 3.8 A Member highlighted that the Hurn roundabout would be completed well before Blackwater which was scheduled for 2020. The majority of the traffic problem was at Blackwater, so regardless of how big the roundabout, traffic would still be backed up to Blackwater. This should be priority. Mr Willis replied that the scheme would be incrementally delivered including £1.7 million for the Hurn roundabout which was deliverable and affordable and help relieve queuing, compared to £10 million for Blackwater. The Member stated that a smaller scheme would save money. Mr Willis replied that the alternative Blackwater scheme would reintroduce merge lanes which was a safety issue. Improvements at Hurn roundabout would be followed with tweaks and small improvements to Blackwater, the scheme would match the aspiration for the corridor.
- 3.9 Mr Willis was asked whether traffic lights had been considered and he replied that a free-flow roundabout was preferred. A Member suggested that a flyover could be designed. Mr Willis replied that there would be a big environmental impact with a larger land requirement and it would be expensive.
- 3.10 A Member highlighted that, as stated previously, early indications were £12m-£24m for Dorset with a potential mid-way figure of £18 million. The last time improvements to the A338 were discussed, a figure of £26m-£28m was given, this was for one road only not separate agreements. Mr Willis replied that in an effort to speed up funding, separate bids had been made. The A338 improvements would not be completed in one hit but incrementally. The £12m-£24m funding was over a four-year period. The Member highlighted that the A338 had a poor accident record which affected the whole area. If merged lanes were to be reintroduced over Blackwater, a lot more money would be needed for merge signage.
- 3.11 The Member stated that the proposed scheme for West Parley had claimed that there would be a reduction in traffic by 30-35% but this did not take into consideration the increase in traffic due to the proposed 500 new houses. Mr Willis replied that this was correct. The Member added that this meant that it was back to capacity. Mr Willis highlighted that traffic from the south east would go via the link roads but trips to the convenience store would also increase traffic. The reality was how to fund any proposed changes, which would put the onus back onto the housing developer.
- 3.12 Mr Willis highlighted the benefits of the new Airport signalised junction. Poole, Bournemouth & the Highways Agency used merge-in turn signs. The stage three safety audit highlighted that merge signs should be provided. If these were effective, then merge-in turn signs at Blackwater may be reconsidered. The Chairman stated that merge and turn into the road ahead would not be able to cope and a backlog at the entrance to the Airport would occur. Mr Willis replied that the benefit of a merge and turn was that two lanes moved at the same time.

- 3.13 Concern was expressed about the speed limit on the A338, which went from 50 mph to the Sewage Treatment Works and then the National Speed Limit approaching the Blackwater turn-off. With the Hurn roundabout works being completed prior to the A338 improvements, if there was an accident on the A338, traffic would divert down Matchams Lane to exit via the Hurn roundabout. A driver would have to wait for a break in traffic or someone to let them out. A bridge all the way through would achieve continuous traffic. Mr Willis replied that he would review but the Hurn Roundabout scheme included a signalised pedestrian / cyclist crossing on the Avon Causeway arm which would, in turn, provide a break in traffic flow for traffic exiting Matchams Lane. Mr Willis was asked about the A338 speed limit and he replied that there would be an inability to enforce but he would make enquiries.
- 3.14 It was highlighted to Mr Willis that the 500 new houses in West Parley would aggravate the traffic system down to Blackwater and into Christchurch, with a bottleneck on the A338. Mr Willis replied that traffic increase would be included in the proposal to ensure sufficient capacity including the development.
- 3.15 A Member expressed their appreciation that a lot of thought had been given to moving the roundabout south to avoid the cottages and equestrian centres and they were happy that there would be no major works in Hurn Village.
- 3.16 New Forest District Council and Ringwood Town Council were petitioning for safely improvements on the A31 and the Member suggested liaison.
- 3.17 The Chairman asked for an update on the junction to the Airport. Mr Willis replied that the junction had not yet been adopted, but was getting close. A meeting with the Project Manager at Bournemouth Airport had taken place on 29th October with agreement to add merge and turn, a yellow box and some modifications to the operational system.
4. **Report by the Managing Director**
- 4.1 Passenger numbers so far (April to October) were slightly better than budget and 13.1% better than the previous year.
- 4.2 The remainder of the financial year would be challenging due to Ryanair slipping their return date into March 2013. All aircraft operated with high load factors during the summer months, however, this had not convinced Ryanair to fly over the winter. If there had been a full programme during the winter, passenger numbers would be at 1 million.
- 4.3 The Aer Arran Dublin route had a successful summer season. However, during the remainder of the year, passenger numbers were looking to be lower than anticipated. This resulted in a reduction of the winter program to 4 days a week. Though there was some good news in that Aer Arran were still operating at Bournemouth Airport.
- 4.4 Led by Ken O'Toole, the Commercial Team at Manchester had specific targets for increasing passenger numbers at BOH, not just increasing overall passenger numbers across M.A.G. Though the forecast for next year was flat, this was not through a lack of effort by the Commercial Team, it was just that airlines were very risk adverse. Also, Air Passenger Duty continued to have an adverse affect on UK Regional Airports, with European Airports benefiting at the UK's expense, as they had reduced or removed APD.
- 4.5 If M.A.G were successful in their acquisition of Stansted Airport, negotiating power with the airlines like Ryanair would possibly become even stronger.
- 4.6 It was highlighted that putting in high-risk, unsustainable routes would damage the credibility and long-term success of any Airport. The goal was to ensure the long-term success of BOH through sustainable routes.

- 4.7 In the current economic climate, the real goal was to increase revenue by means not necessarily dependant upon passenger numbers. Over the last year, 11 jobs had been lost and there had been a culture shift. There was no longer “one man one job” at the Airport, as everyone was now moving to being multi-skilled and working as one Team. Further cuts to the cost base were needed in order to for the business to survive through this tough time. The Airport had the backing of the CAA, receiving a clean bill of health in its safety audit on the new operational structure. Bournemouth was now being viewed as a benchmark for a new regional airport operating model.
- 4.8 The new operating model would significantly improve the forecasted full-year performance.
- 4.9 The 10-year Capital Expenditure programme had been reviewed and savings identified.
- 4.10 Whilst it was acknowledged that the Airport was unlikely to see any significant passenger growth next year, alternative revenue streams were being investigated for potential growth opportunities. A key part of the Bournemouth business was General Aviation and the local Bournemouth Team were working to expand this area of business.
- 4.11 The Airport confirmed that discussions were progressing well with National Police Air Service to base a helicopter at Bournemouth. This was due to nationwide changes to the police helicopter service in order to save costs.
- 4.12 It was confirmed that, should the Police helicopter be based at the Airport, it would generally operate the normal operational procedures. However, during the advised operating hours of 2130 hrs – 0800 hrs inbound and outbound routes taken by the helicopter would, whenever feasible, be over roads and rivers where there was minimal population, e.g. A338 South & North, Avon River Southeast, A354 west north of Parley. A Member stated that some local residents, who already had the road noise from the A388, were horrified at the prospect of the Police helicopter. The Airport replied that the helicopter was very quiet and it would probably not be heard over the traffic. The same Member added that St Leonards and St Ives were also worried about the helicopter using the A388. The Airport stated that it was already standard procedure for the Police to use roads in this way and so would be little different from current operations.

ACTION The Airport to make available a hard copy of the map of the routes to be taken by the police helicopter to any Member, upon request.

- 4.13 Present helicopter operations out of Winfrith meant that the Police could take whichever route they wished, however, some control could be implemented when based out of Bournemouth. The Airport confirmed that it would be the same helicopter but, as this particular helicopter type, did not have a tail rotor, it was considerably quieter than others when in transit. A Member highlighted that Ferndown would hear the helicopter arriving and departing. The Airport replied that Bournemouth would have more control on operating procedure and, as such, this would help reduce the impact.
- 4.14 It was noted that Police helicopter response time to an incident in our area could be cut to 4 or 5 minutes, which would have a positive impact on local crime statistics.
- 4.15 Take-off and landing would be into wind, as for fixed-wing aircraft, and that Rules of the Air applied, except when operational requirements dictated otherwise.

5 Aviation Related Matters

- 5.1 Since the last meeting, there had been no aircraft accidents, one aircraft ground incident, eight full emergencies, thirteen local standbys, sixteen First Aid calls and no off-Airport road traffic accidents.
- 5.2 The aircraft ground incident was a beech 76 aircraft with a burst tyre.

6. Airport Activity

- 6.1 Airport Passenger numbers for the period January to September 2012 (inclusive) were up compared to the same period last year and costs were down. Commercial movements were down compared to last year but passenger load factors were good. Non-Commercial movements (General Aviation, "GA") showed a slight increase, which was not uncommon when Commercial movements were down.

7. Customer Surveys

- 7.1 The various charts showing the customer / passenger surveys were displayed and discussed. The main reason for travel was leisure, with the majority of passengers originating from the local area and taking, on average, 3 to 5 trips per year.
- 7.2 As the majority of passengers were local residents using the Airport for holidays, the Airport and the LEP were working on a strategy to drive more in-bound tourism to the area.
- 7.3 The passenger age group predominately were older travellers. The most popular mode of transport to the Airport remained private car.
- 7.4 The recent ASQ results were discussed. In the first quarter of 2012, Bournemouth Airport was ranked 8th, though there was little difference between the top 7 in the group.

8. Planning Update

- 8.1 The Sustainable Framework for Aviation consultation had taken place over the Summer, with further work on airport capacity to be dealt with by a separate commission headed by Sir Howard Davies, which also included the former M.A.G Chief Executive. The report was to be completed by 2015, with a Government decision expected post-election. The M.A.G. response was that the report should concentrate on where capacity already existed, the regional airports, with improvements needed in connectivity and with a local approach to dealing with issues such as noise and engagement, and agreeing with the over-arching approach to climate change.
- 8.2 M.A.G bid for Stansted was only possible due to 3rd party funding which, if successful, would change the ownership structure of M.A.G by the addition of a new shareholder with a 30% stake.
- 8.3 There had been further changes to the Planning system flagged in the Growth and Infrastructure Bill, including introducing procedures to co-ordinate road / right of way closures / diversions with Planning Applications. This would take the element of risk out of the system by removing the ability to prolong opposition through use of separate processes. There were conflicting messages regarding the Green Belt.
- 8.4 The Christchurch and East Dorset Core Strategy Pre-Submission document was in consultation from 5th November for a six-week period. Included was the proposal to remove the operational Airport from the Green Belt with a refined zoning approach and the recommendation that Zone A was for open use only, i.e. car parks, so as to protect the area from over development. Zone B Airport buildings and Zone C open uses and those uses essential for the operation of the Airport. Also included were the controversial housing options at West Parley and the associated road schemes.
- 8.5 Works to the entrance of the Airport, as reported by Mr Willis, had been completed 2½ years ago but snagging issues had prevented adoption. In agreement with Dorset County Council, works to rectify this were the replacement of pedestrian detectors, amend to fixed line telecommunication and replace two light standard fittings. Also, this would include the provision of yellow box junction markings. Works to begin this winter.

- 8.6 Mr Murray gave details on the Aviation Park West Application Outline Consent which gave permission for a net uplift of 42,000sq.m / 452,000sq.ft of floor space, with the demolition of old sites in this area, which would improve the appearance of the Business Park. This would be delivered through a 10-year development programme for primarily aviation, logistics and industrial uses. Included were highway contributions, flood risk mitigation and protection of ecologically sensitive areas.
- 8.7 Consent was accompanied by Section 106 Agreement which would ensure that the development had the same requirements in regards to Travel Planning as the Terminal Scheme. Payment towards improvements to cycle and pedestrian access to the north were also included.
- 8.8 The first phase of the Aviation Park West Application Reserved Matters had been submitted and would be reviewed at the November Planning Committee next Thursday. Consent for a quarter of the outline scheme floor space was included. This application would trigger the first highway payment of £275,000. Mr Murray highlighted that this development secured the future of 350 jobs on-site and enables future expansion for a valued tenant.
- 8.9 The zoning plan for the green belt was welcomed and had been supported by Hurn Parish Council, who had asked that the Airport and Christchurch Borough Council work with them on the design of a service road link between the North West and the North East Business Parks to ensure that it is in the right place. The location of the link road would depend on the impact on an active taxiway and, to the North, the SSSI area.
- 8.10 A member asked as to the renewal of the Airport Master Plan. The Master Plan set out the long-term development strategy for the Airport up to 2030, which included a forecast of three million passengers. Forecasts had now been extended but this did not change the long-term plan. It was still undecided when the Master Plan would be reviewed.
- 8.11 The Airport was asked how much of an increase in passenger numbers an extra Thomson aircraft would bring. The Airport replied that, although it would generate an extra 100,000 passengers, it would have to run all-year round and airlines were presently still risk adverse.
- 8.12 A Member stated that he had spoken to residents in Highcliffe who were disappointed by the drop-off charge and that there was no transport link to Christchurch, adding that local transport was free in Europe. The Airport replied that discussions with bus companies continued to take place but, as yet, there was little interest in providing this service. The Airport bus service was funded by M.A.G and serviced the Airport, Business Park and Hurn Village. Transport in Europe may be subsidised by Government. The drop-off charge had been introduced two years ago due to the economic climate. The majority of passengers did not pay the charge as they parked at the Airport while they were away. The Airport believed the changes made, whilst inevitably unwelcome, were measured and reasonable.

9. Aviation Business Park

- 9.1 An overview of the Aviation Business Park was presented, accommodating nearly 200 companies on a 150 acre site, which was still underused. There were 1.6 million sqft of existing commercial property with planning for about a quarter increase. The Business Park had 98% occupancy rate. On average, there were 12 new occupiers each year (excluding the Basepoint Business Centre). The types of businesses were Aviation, HQ, manufacturing and logistics. In the last 12 months City Link had moved to a completed state of the art logistic centre, Jetworks had relocated to BOH and KDC Consulting recently moved to larger offices increasing staff from 20 to 50 and still expanding.

- 9.2 Bournemouth Airport consisted of 912 acres, of which 430 acres were operational. An environmental site existed North on Merritown Heath, 257 acres, managed by Dorset County Council on the Airport's behalf. There were 71 acres of businesses tied in with the operational airfield dotted around the airfield site. 64 acres of the Business Park were occupied by customers not directly related to airfield activities. 60 acres were available for development with 31 acres for access.
- 9.3 Occupiers on the Aviation Business Park - Airport Related: There had been an increase in tenants using the airfield.
- Military / Defence – Cobham Aviation Service engaged in training for the Navy
 - Aircraft Maintenance – CSE Citation, European Aviation, Jet Engineering Technical Services, Jetworks and Pilatus UK
The site had the largest number of maintenance companies in the South East.
 - Flying Schools – CTC, PAT, BCFT, Bournemouth Flying Club. Private and Commercial
 - Cargo – Jet2.com
- 9.4 Occupiers on the Aviation Business Park - Aviation and Defence: Not directly tied to the Airport but part of the Airport environment and history.
- Aircraft Interiors – Aim Aviation
 - Defence – Babcock Engineering, used to be VT Aerospace, employees 50 new staff starting on site, 7,000 worldwide; Meggitt Defence Systems – contracts with all the armed forces
 - Aircraft components – Honeywell Aerospace; GA Telesis - moved to site last year, strips down aircraft and exports around the world; NFF Defence
 - Aircraft design/technical support – KDC; SITEC
- 9.5 Occupiers on the Aviation Business Park - General:
- Head Office – Hobbycraft; Drilling Systems; 4 Com
 - Logistics – City Link; Shears Brothers; Britannia
Great location for logistics with good transport links out
 - Manufacturing – Aeroflex; Ocean Yachts; Apple Panels
 - Business Support – Elson Geaves, Accountants with potentially 200 clients on site
U Drive; A1 Hire & Sales
- 9.6 Aviation Business Park employees consisted of 1150 (35%) of general full-time, part-time and shift workers. 1400 (43%) employees who were Airport related and 720 (22%) were aviation & defence related. Total number of employees was 3,270.
- 9.7 The Airport advised that the Aviation Business Park 2012 Customer Survey was in its second year and was carried out by an independent company, DT2. The survey revealed the following attractions of the Business Park:
- Airport facilities
 - 24/7 on-site security and CCTV – high security was a good selling point
 - Location
 - Business Park Environment – updated with the additional of road names and colour sections
 - Car Parking
 - Aviation Hub – Centre of Excellence – very qualified, skilled staff in Aviation Defence

- a) Understanding of Business Needs was up on last year at 74% this was due to site visits and support by MAG Developments. Communication was up on last year at 86% which was due to site visits and updating the website. Rent and service charge had improved to 68% on last year but landlords tended to score poorly on these issues. Overall satisfaction was up on last year at 80%. Recommendation was up on last year to 91% which the MAG Development team were most pleased with as this would sell the Park to other businesses.
- b) Need for improvement was highlighted in:
- Security and Police - improvements with CCTV, direct services to customer and to work closely with the police.
 - Signage – there was an issue at Chapel Gate, making people aware where the Business Park was.
 - Lighting – as it gets darker there were security concerns.
 - Broadband – Concerns with competitiveness with other sites, Rural Dorset had been allocated funds to roll-out super fast broadband which would include the Business Park. Bigger companies can install leased lines from BT.
- 9.8 It was advised that a launch event had taken place in June 2012 for customers and agents, with the morning for customers and the afternoon for agents. Expressed interest was:
- Airport – 148,000 sqft
 - Aviation – 225,000 – Aim Aviation & Beagle
 - General – 297,000
- A total of 670,000 sqft of interest.
- 9.9 A new marketing office on the Business Park in the heart of the community would be opened next year.
10. **Aircraft Noise Report**
- 10.1 For the last three months, there had been 111 complaints in August from 15 complainants, 136 in September from 9 complainants and 126 complaints in October from 11 complainants.
- 10.2 There was no particular pattern as to why there were more daytime complaints one month and the next month more night complaints.
- 10.3 Over the last three months there had been a decrease in complaints for GA (light aircraft) due to the 1,200ft rule.
- 10.4 In October 2012 only 3% of aircraft movements attracted complaints. Percentage of complainants to aircraft movements was 0.3%. During April – Oct 2012 “Mrs A” made 152 complaints which accounted for 20%, “Mrs B” made 430 complaints which accounted for 58% and “Mr C” made 56 complaints which accounted for 8%. There were 105 new complaints which accounted for 14%. In total there were 743 complaints with the number of complaints from 3 people equating to 86% of the total number of complaints made.
- 10.5 A Member highlighted a resident who had emailed the website environment email and had not received a response. The Airport replied that that it was aware of the gentleman to whom the Member was referring and that this gentleman would send the same email to multiple email addresses. Discussions had taken place with the gentleman concerned, who had been given the Environmental Manager’s mobile telephone number for direct access.

- 10.6 The Member expressed concern over the mail flights arriving / departing at 0330 hrs waking up a lot of people who believed this was anti-social behaviour, with the perception that this flight came in every single day. The Airport replied that 75% landed towards the west due to wind direction and, when this runway was in use, aircraft needed to overfly from the north west to execute the procedure to land on runway 26. However, minimal height would be 3,000 ft., which was perhaps what people sometimes heard 5 nights a week.

11. Community Fund & Community Relations

- 11.1 The new Community Relations Policy was outlined, with activity to include the following:
- Working with local schools to provide work experience for one week at the Airport in either Travel & Tourism or Technology, Engineering & Maths work experience;
 - An application form would need to be completed for 15/16 year olds as there would be a limited number;
 - Production of a series of career fact sheets giving details on qualifications, salary and job details;
 - Visits to local schools (November to April) by the Airport's Fire Fighting Team;
 - The display of artwork by local A Level students within the Terminal, in order to show case their material;
 - Installation of voucher collections boxes in restrooms so that Bournemouth Airport Staff could collect vouchers (i.e. Tesco, Sainsburys) which would be donated to a nominated local school;
 - Working with local volunteer groups and charities offering them the chance to collect within the departures terminal (landside) and have a display of their work;
 - Encouraging Airport staff to volunteer for local conservation projects, and to support national charity campaigns;
 - Donating unwanted equipment to local charities.
- 11.2 Monies available during 2012 for the Bournemouth Airport Community Fund stood at £18,346.27. The following projects had been awarded this year:
- May 2012
- Dorset Wildlife Trust £1974.85 for Information Boards
 - Bournemouth Aviation Museum – £1201 for marquee and improved toilet facilities
- November 2012
- Mudeford Wood Community Trust – £4000 for new flooring for hall
 - Christchurch Activities for Young People - £2086.88 for equipment for use by CAYP
 - Hurn Parish Council - £3000 for analysis and preparation of report for Hurn Forest Biodiversity Audit.

12. Any Other Business

- 12.1 A Member stated that, following on from the Bournemouth Airport Parish Council Meeting this morning, it was highlighted that Bransgore had two groups on the Consultative Committee, one from the Bransgore Parish Council and one from Bransgore Residents' Association and that it was not necessary to have two from the same area. The Chairman clarified that there were three categories with equal number of representatives, Local Authorities, Airport Users and Local Interest Groups. The two representatives for Bransgore were in different categories but, should Bransgore Parish Council decide to leave, then a place would be available for another Parish Council to apply.