

Minutes

Meeting	Bournemouth Airport Consultative Committee		
Held on	Thursday 24 th November 2011		
Time	1430 hrs		
Venue	New Imperial Room, Departures Building		
Attendees	1.	Mr JT Hosker (Chair)	Dorset Federation of Residents' Associations
	2.	Cllr WS Rippon-Swaine (Deputy Chair)	Hampshire County Council
	3.	Rev C Booth	St Marks West Parley & Airport Chaplain
	4.	Cllr M Brooke	Poole Borough Council
	5.	Mr D Lockwood	Bournemouth, Christchurch & Poole TUC
	6.	Cllr Ms C Lockyer	Bransgore Parish Council
	7.	Cllr TJ Cordery	Ferndown Town Council
	8.	Cllr J Cullen	West Parley Parish Council
	9.	Cllr WH Dow	New Forest District Council
	10.	Cllr D Fox	Dorset County Council
	11.	Cllr Mrs S Grove	Verwood Town Council
	12.	Mrs J Hudson	Broadstone Residents' Association
	13.	Cllr Mrs J Jones	Hurn Parish Council
	14.	Mr J Pendrill	ACRA
	15.	Mr A Rice	New Forest National Park Authority
	16.	Mr P Thorne	Christchurch & District Chamber of Trade & Com
	17.	Cllr Mrs S Derham Wilkes	Christchurch Borough Council
	18.	Cllr J Wilson	East Dorset District Council
In Attendance	Bournemouth Airport Authority:		
	1.	Mr P Knight	Operations Director
	2.	Mr P Alexander	Commercial & Marketing Director
	3.	Mr R Coggins	Environment & Community Manager
	4.	Mr H Greenman	Estates Manager – MAG Developments
	5.	Mr A Murray	Principal Planner - MAG
	6.	Mrs C Willoughby-Crisp	Air Traffic Services Manager
	7.	Mrs S Windsor	External Affairs Manager
	8.	Ms R Osborn	Secretary to the Consultative Committee
Apologies	1.	Cllr Mrs S Anderson	Bournemouth Borough Council
	2.	Mr R Ansell	Bournemouth, Christchurch & Poole TUC
	3.	Mrs Y Maybank	Christchurch Tourism
	4.	Mr P Russell	Deputy – Burley Parish Council
	5.	Mr P Bodily	(As above)
	6.	Ms J Richards	Bransgore & District Residents' Association
	7.	Mr P Scott	Dorset Business
	8.	Mr RJ Timmis	RJT Shipping Consultants
	9.	Mr S Webb	Technical Representative
Next meeting	Wednesday 28th March 2012, commencing at 1430 hrs in the Imperial Room		

Item

Minutes of Last Meeting

- 1.1 The minutes of the last meeting, held on 14th July 2011, were approved by those present.

2 Matters Arising / Actions

- 2.1 Members were advised that the Committee's Technical Representative was now out of hospital and was making progress. If anyone wished to visit him, they would be most welcome. All wished him well.

ACTION ONGOING **The Chair to raise the issue of the traffic lights with Dorset County Council.**
The Chair reported that the issue had been raised, although there was no progress as yet due to outstanding issues preventing formal adoption by the Council.

3. Planning & Development Matters

- 3.1 As reported at the last meeting, the Airport had submitted a Planning Application to Christchurch Borough Council on a strategy to deliver an uplift in floor space and quality of premises available to businesses over the next 10-15 years on Aviation Park West (see previous minutes for detail). This planning application had been approved (subject to the signing of a Section 106 Agreement) by the Christchurch Borough Council Planning Committee at their meeting in November.
- 3.2 The key issues of highway impacts and flood mitigation had been resolved prior to submission of the application. The Airport had committed over a £1m contribution towards a package for off-site highway improvements. Considerable measures had been taken to ensure there would be no impact upon protected sites.
- 3.3 Detailed transport modelling (a phased approach) had been undertaken with Dorset County Council, from Parley Cross to Blackwater Junction.
- 3.4 The development, which represented the largest non-aviation commitment MAG had made, would mirror the scale and type of recent developments onsite, for example the City Link and Cirrus Court schemes.
- 3.5 The Christchurch and East Dorset Joint Core Strategy was discussed. A proposal in this plan was to remove the remainder of the Airport site from the Green Belt, the Business Park was already removed. Christchurch Borough Council were to put a report before Committee on the 25th January 2012 which would announce the next phase, with the "Preferred Option" being announced by the Joint Council on the 5th March. There would then be a further round of consultation before examination at the end of 2012/13, with the Plan's adoption in late 2013.
- 3.6 Members were briefed on The Localism Bill, enacted on the 18th November and which heralded significant alterations to the planning system in the UK, e.g. abolition of the Regional Spatial Strategy and the placing of a duty on Local Authorities to co-operate on planning issues. There were also new rights for communities to draw up neighbourhood plans, and Members who were Parish Representatives would be familiar with this. The new Bill had strengthened the requirement for pre-application community consultation in which, again, some Members may have already been involved, and also enforcement rules had been strengthened after some landmark national planning cases.
- 3.7 The Dorset-wide Gypsy, Traveller and Travelling Showpeople Site Allocations Joint Development document had just been released for consultation. It specified a number of proposed sites around the county for permanent or transit sites, one of which was on Hurn Court Farm land opposite the entrance to the Airport. Consultation was until 10th February 2012.
- 3.8 The Airport had been made aware of two operators of "off-airport" car parking, which would have implications on the ability to deliver the Bournemouth Airport Travel Plan. The Local Authority had been alerted.

- 3.9 The City Link scheme had been completed and handed over to the operator. This had been a significant investment from City Link and from the Airport to retain the function on the business park, as they were looking for facilities outside of the Airport.
- 3.10 Consultation was underway on the revised SE Dorset Transport Contributions Scheme. A Member asked if there were any indications on when and where the Airport's contributions would be spent and was advised that the sum, in excess of £1m, had been highlighted for Parley and Blackwater junctions' use, but it was not yet known when they would be delivered. The Section 106 Agreement on the business park development would include this matter. As a result of the City Link scheme, the Airport had also recently contributed a further £140K. It had been stipulated that monies had to be allocated on works within 5 miles of the Airport. This was ongoing dialogue. It was noted that under the Section 106 Agreement, works were to be undertaken within a 10-year period.
- 3.11 The changes in Government funding had impacted on schemes reported at previous meetings.
- 3.12 It was clarified that there was a requirement to revisit the clauses within the Section 106 Agreement. A Member asked if the Community Infrastructure Levy would replace the Section 106. It was explained that it would not replace the clauses and obligations of the Section 106.
- 3.13 The Bournemouth Management Team were asked what had been done to mitigate the traffic going to the Business Park, much originating from the west, from Poole and Bournemouth. In reply, it was stated that traffic modelling had been undertaken as part of the Business Park application. This showed that the effects of the Business Park traffic on the junctions in question could be mitigated. Impact upon Canford Bottom had been shown to be negligible.
- 3.14 It was confirmed that the NATS building was on the market and MAG was yet undecided as to their interest in it.
- 3.15 The Minister for Transport had now approved the Noise Action Plan (NAP) but it was as yet to be signed off by the Secretary of State.

4. Report by the Operations Director

- 4.1 2011 had been a very challenging year for the Airport and for UK airports in general. This was due to a number of reasons, discussed at previous meetings, which included; the sluggish economic recovery in the UK and elsewhere in Europe; the uncertainty regarding a double-dip recession across the whole of Europe as a result of the ongoing Euro-zone crisis; the continued weakness of Sterling versus the Euro and; the squeeze on discretionary spending and concerns over unemployment which continued to adversely hit leisure travel demand.
- 4.2 The forthcoming winter season will be extremely difficult, following the decision by Ryanair to cease flying again for three months. The impact on the business was significant, with greatly reduced passenger throughput but, at the same time, having to maintain fixed costs.

5. Aviation Related Matters

- 5.1 Since the last meeting there had been one aircraft accident, which was the Red Arrow aircraft and the sad loss of the pilot. There had been no detail on cause as yet. There had been three aircraft ground incidents, a 747 SP with hot brakes on landing and two aircraft with burst tyres. In addition, nine full emergencies, eleven local standbys, thirteen First Aid calls and no off-Airport road traffic accidents.

- 5.2 So far this calendar year, passenger numbers were down compared to every month last year, apart from a slight increase in April due to the affects of the ash cloud in 2010. Whilst Commercial traffic was down, General Aviation had taken advantage of fewer commercial movements, which was good for Airport revenue, albeit still down on the previous years. Since 2009, total aircraft movements each year were down on previous years.
- 5.3 With regard to the "Airport Service Quality" (ASQ) monitor (explanation on previous minutes), the Airport had dropped considerably in the rankings. This was mainly due to the £2.50 charge but this was understandable. The Airport had gone from 2nd in Group to 8th and the feeling was that the £2.50 charge was being interjected into all the scores.
- 5.4 The usual pattern continued of passengers arriving at the Airport between 1½ and 2 hours before their flight, with the majority leisure flights. There were fewer people taking additional short trips now, opting instead to take one main holiday in the year. There were fewer inbound passengers originating from outside the UK, due in part to the decrease in routes that were attracting the language school pupils. The most popular mode of transport to the Airport remained private cars, although down on previous quarters, with bus use remaining static.
- 5.5 The question was asked how the £2.50 charge compared with European airports. Comment could not be given on European airports, however, other airports in the UK had introduced a similar charge and had seen the same reaction as Bournemouth. It was not the amount, but the perception, and the Airport was very aware of this. The Airport knew the amount of income generated to "keep the lights on" but analysis was being undertaken on the affect on passengers. There were fewer passengers due to fewer aircraft operations. This issue was high on the Airport's agenda.
- 5.6 It was suggested that the £2.50 for ½ hour be converted to an hour and it may be seen as worth it, as people could go in Joe's for a coffee. The Airport responded that it had looked at feedback and it seemed that it was the annoyance of having to pay the charge, rather than the duration of time. The Airport would undertake a full review in April, after a full year had passed for data comparison purposes.
- 5.7 A Member advised that the Pussex Lane entrance was being used as a drop-off. The Airport had put a fence up but that was now down and the Airport was asked how it felt about siting gabion baskets (wire cages containing stones). The Airport replied that it had to be mindful that this route provided the only access if the main access road into the Airport was blocked, which would be vital in the event of an emergency, so any "structure" had to be moveable. Dragons teeth were suggested. Members were assured that this was being investigated and would be taken forward.

6. Aircraft Noise Report

- 6.1 The number of noise complaints for the period July 2010 to October 2011 were displayed. The summer of last year had generated a large number of complaints, as had this year, due to an ongoing campaign in the Broadstone and Merley area encouraging people to make complaints. 45 people had made 179 complaints. It had been noticed that there were a number of people who had sent in the same complaint as last year but had changed the date on the email. Noise complaints by area were shown, with the majority being in the Broadstone area. Of the total aircraft movements in October (6,500), 3% of movements attracted complaints.

- 6.2 The Member for Poole advised that he was not a member of the Broadstone campaign but was copied in on correspondence. He appreciated being shown the figures, but people were still being affected by the noise. The Member said that pre-2010, there was very little impact in Broadstone but, following the NAP consultation and trial on tracking, this situation changed. He asked what the situation was before, as there must have been a significant change to the route. A diagram was shown and expanded upon as to the route and tracking of aircraft, historically and currently. In 2008, aircraft were taking off and allowed to turn at 2,000 feet, as it was generally accepted that noise abatement did not need to be applied above that level. However, the modern aircraft, such as the B737-800 had a much better rate of climb, reaching 2,000 feet very quickly and so turning much sooner than originally designed and routing over Bournemouth. In order to correct this anomaly and to get the aircraft to fly the long-established routes, a turning point of 3.1 nautical miles (nm) was introduced as a trial. This was subsequently adopted in order to return the aircraft to original Noise Preferential Routes. Aircraft were now flying in the gap as originally intended between Bournemouth and Poole, with the additional benefit of being significantly higher. They were now typically above 3,500 feet when initiating the turn. It should also be noted that over recent years, due to the changes in destinations, more aircraft were now turning to the North East after departure than to the South as was the case previously.
- 6.3 By specifying a point of turn, the procedures provide better-defined routes, as intended, and removed the random routings, which became evident from the turn initiating at 2,000 feet. This might explain why it was seen as different. The question was asked to whether it could revert back, so as to spread the flights and, therefore, the complaints. The reply was given that there would be such a variety of tracks, it would not be sustainable. It was the responsibility of the Airport, through the Noise Action Plan (NAP), to minimise the number of people exposed to noise, so it could not be diverted to a more densely populated area.
- 6.4 The question was asked whether someone had checked to see if Webtrak was accurate. The Airport confirmed that an independent enquiry at Heathrow, Gatwick and Stansted confirmed that it was.
- 6.5 The Airport was asked about the approach track of the mail flights, at 0500, 0530 and 0300 hrs. This was explained via a diagram.
- 6.6 Concern was expressed that a Broadstone resident was being woken up every night by the incoming mail flights. The Airport replied that it operationally could not impart any influence, as it was a normal approach via ILS (Instrument Landing System). The aircraft in question would join the ILS no lower than 2,000 feet, if less, then it would be classed non-compliant.
- 6.7 A Member referred to the Constitution and asked how the Committee helped to resolve issues such as Broadstone. The Chairman replied that the Committee would put issues to the Management and work with the Airport to try, wherever possible, to find a solution.
- 6.8 A discussion took place, resulting in the Airport stating that it listened to all and worked with the tools it had but it had to recognise that, unfortunately, it could not always satisfy everyone. It tried very hard, constantly reviewing statistics, working with DEFRA, the DfT and the CAA but there were some issues which may not be resolved. The Committee were assured that it was listened to and that its recommendations and advice were appreciated and valued. The Member who raised the issue advised that there had been a lot of meetings with the Airport and he was very grateful for them and the efforts put in, however, the issue had not gone away and he would continue to work with the Airport to try to find a solution.
- 6.9 The next NAP consultation process next year would be the opportunity for individuals to formally raise their concerns.

- 6.10 The question was asked how many complaints had originated from the Ashley Heath or St Leonards & St Ives area. The Airport advised that there had been 19 complaints, all from one individual.
- 6.11 Concern was expressed over aircraft using the Airport during the Olympics, as the pilots would be unfamiliar with the noise regulations and the Airport was asked for assurance that the pilots would be given instructions. The Airport assured the Committee that this was in hand. Airspace control would change for the Olympics and aircraft would only be permitted into Bournemouth Airport with a pre-arranged landing slot, which included instructions (issued in advance) on the NAP and a sign-up document of compliance.
- 6.12 Returning to the issue of mail flights, the Airport advised that it had been working very hard with the operator and was confident that the Electra aircraft would be changed in due course, although it did not know timescale.
- 6.13 One Member noted that the Airport was noisier years ago when the twin engine Baron aircraft were used, especially at night. Also, the BAC 1-11s were very noisy.

7. Community Fund

- 7.1 Members were briefed on the Community Fund, the next meeting to take place on the 29th November. Applications received were from Walkford Allotments, Dial a Bus, Somerford Youth Centre and Christchurch Activities for Young People.
- 7.2 £10,000 per year was put into the Community Fund pot by the Airport, as set out in the Section 106 Agreement for schemes within the Christchurch borough. Discussions were ongoing between the Community Fund Committee and Christchurch Borough Council as to the area covered. It was noted that Christchurch Borough Council were the Airport's Planning Authority.
- 7.3 It was confirmed that Christchurch Borough Council and East Dorset District Council shared senior officers but were two separate councils.

8. Route Development

- 8.1 There was mixed news for route / passenger development.
- 8.2 On the positive side, Blue Islands had announced a year-round operation to Jersey and onwards to Guernsey from the 1st November, utilising at Jetstream 31. Ryanair had announced a Wroclaw operation serving South West Poland starting in March 2012. easyJet had launched easyJet Holidays from Bournemouth Airport (via Geneva). Other good news included the passenger load factors for summer 2011, which were broadly good. Bournemouth Airport was represented at the Routes Worldwide conference and the ABTA conference, both held in October, which had helped raise the Airport's profile in the industry. Feedback had been received from airlines and tour operators that they were impressed with the new facilities and the enhanced customer experience that could be offered to passengers.
- 8.3 Disappointingly, Holidays4U went into receivership mid-summer and Thomas Cook withdrew from Bournemouth about the same time, resulting in the loss of two Turkey operations. Thomas Cook had experienced cash flow and share price difficulties (falling as low as 10p) and, considering that they had been around for 170 years and weathered many previous recessions, this demonstrated the depth of the current economic difficulties. Additionally, it was recognised that consumer confidence was dipping again, with passengers booking far later and demanding lower prices, resulting in yield issues. Oil prices were significantly higher than three years ago, hitting airlines hard, as was the Airport Passenger Duty (APD) and the civil unrest again in Egypt.

- 8.4 An overview was given for the winter 2011/12 and the summer 2012 aviation programme.
- 8.5 This winter, Ryanair would return in February / March with seven destinations (Alicante, Barcelona (Girona), Fuerteventura, Gran Canaria, Lanzarote, Malaga and Tenerife) and Thomson / First Choice would also serve seven destinations (Lanzarote, Paphos, Sharm el Sheikh, Tenerife, Gran Canaria, Turin and Lapland). Additionally for the winter, there were other operations: easyJet to Geneva (plus easyJet Holidays) at 8 per week; Canterbury Travel to Lapland; Transun to Lapland; Bath Travel to New York (20th Nov); Fly Cruise to Barbados (12th Nov, 3rd Feb and 2nd March); Omega Travel's Northern Lights flight on the 15th Feb and; Blue Islands to Jersey and onwards to Guernsey.
- 8.6 For summer 2012, Bournemouth had the following on sale: Ryanair had the seven winter destinations plus Faro, Ibiza, Murcia, Palma, Pisa and Wroclaw and; Thomson / First Choice had Dalaman, Antalya, Menorca, Palma, Tenerife, Ibiza, Paphos, Corfu, Rhodes and Lanzarote on sale. Newmarket Holidays had announced five summer destinations (Dubrovnik, Oporto, Sicily, Naples and Verona) and Atlantic Holidays had announced Madeira.
- 8.7 In summary, it continued to be a very difficult market, but there were some faint rays of hope. It remained important to retain the services currently offered and to grow wherever possible.
- 8.8 It was confirmed that MAG were leading the lobbying on behalf of Bournemouth on the subject of APD and had joined with other airlines and prominent businesses.
- 8.9 A Member asked what the Airport did about advertising Bournemouth as a destination at the other end of the Ryanair routes. The response was that priority had to be on getting load factors on aircraft working, which seemed to be satisfactory to Ryanair at the present time. Ryanair was a top 10 brand in Europe so there was no real requirement to market Ryanair routes, as potential passengers know to go straight to their website. When venturing into Europe with other operators, Bournemouth Airport will do its best to market the local area, however, this was expensive compared to return on investment.

9. Any Other Business

- 9.1 The Chairman welcomed back the Member for the Christchurch & District Chamber of Trade & Commerce, who had returned after illness. All agreed it was good to see him at the meeting once again.
- 9.2 The Chairman advised that a request to join the Committee had been received from St Leonards & St Ives Parish Council. Unfortunately, this request had to be declined due to the Local Authorities and Local Interest Group categories being full. If a vacancy occurred in either of those categories, then they would be considered. In the meantime, the Parish continued to be represented by the Member for East Dorset District Council. An advertisement was to be placed in the local press seeking applications for the "Airport Users" category.

Chairman Date 2012