

# Minutes

<b>Meeting</b>	<b>Bournemouth Airport Consultative Committee</b>		
<b>Held on</b>	Wednesday 28 <sup>th</sup> March 2013		
<b>Time</b>	1430 hrs		
<b>Venue</b>	New Imperial Room, Departures Building		
<b>Attendees</b>	1.	Mr JT Hosker (Chair)	Dorset Federation of Residents' Associations
	2.	Cllr WS Rippon-Swaine (Deputy Chair)	Hampshire County Council
	3.	Cllr M Brooke	Poole Borough Council
	4.	Cllr J Cullen	West Parley Parish Council
	5.	Cllr WH Dow	New Forest District Council
	6.	Mrs A Jefferies	Broadstone Residents' Association
	7.	Cllr Mrs J Jones	Hurn Parish Council
	8.	Cllr C Lockyer	Bransgore Parish
	9.	Mr J Mather	ACRA
	10.	Mr P Matthews	Bournemouth Chamber of Trade & Commerce
	11.	Mrs S Owen	Bransgore & District Residents' Association
	12.	Mr A Rice TD	New Forest National Park Authority
	13.	Mr P Thorne	Christchurch & District Chamber of Trade & Com
	14.	Cllr TR Watts	Christchurch Borough Council
	15.	Cllr J Wilson	East Dorset District Council
<b>In Attendance</b>	<b>Bournemouth Airport Authority:</b>		
	1.	Mr P Knight	Managing Director
	2.	Mr R Coggins	Environment and H&S Manager
	3.	Mr A Murray	Principal Planner - MAG
	4.	Mrs C Willoughby-Crisp	Air Traffic & Operations Manager
	5.	Mrs S Windsor	External Affairs Consultant
	6.	Ms R Osborn	Secretary
<b>Apologies</b>	1.	Rev C Booth	St Marks West Parley & Airport Chaplain
	2.	Mr K Churchill	Airtime Aviation Services Ltd
	3.	Cllr TJ Cordery	Ferndown Town Council
	4.	Cllr D Fox	Dorset County Council
	5.	Mr P Russell	Burley Parish Council & Crowhill Residents' Assoc
	6.	Mr P Scott	Dorset Business
	7.	Ms J Richards	Bransgore & District Residents' Association
<b>Next meeting</b>	Thursday 1 <sup>st</sup> August 2013, commencing at 1430 hrs in the Imperial Room		

## 1. Minutes of Last Meeting

- 1.1 The minutes of the last meeting, held on 15<sup>th</sup> November 2012, were approved by those present.

## 2. Matters Arising / Actions

- 2.1 Reference Item 4.5 on the last minutes: Since the last meeting, M.A.G. had been successful in its bid for Stansted Airport and the Members asked for an update. The Airport was pleased to confirm that Stansted now sat within M.A.G., assisted by an external funding partner, IFM, taking a 35% share in the M.A.G. company.

- 2.2 The Chairman reported that he had received a letter from Mr Christopher Chope MP, enclosing a letter from the Clerk to the Council of St Leonards & St Ives Parish Council. The Chairman quoted directly from the letter from the Parish Council, who were requesting Mr Chope intervene with regard to them becoming a Member. The Chairman reminded Members that there had been previous correspondence between the Committee and St Leonards & St Ives Parish on this subject between August 2011 and April 2012 and he had thought that the matter had been satisfactorily settled. The Chairman asked their nominated Representative whether he was aware of said correspondence, to which the Member replied that they had not recently raised this issue with him.

A Member advised that St Leonards & St Ives Parish Council had a place on the Airport's Parish Forum and asked whether the Airport Authority provided a different brief to the Parish Form than that to the Consultative. The Airport replied that the information was exactly the same. A discussion took place and Members expressed surprise as to why the Parish would want Membership, when they already had Representation via the Member for East Dorset District Council, access to other Representatives (if required), direct access to the Airport Authority (as had any private individual / organisation) and were on the Airport's Parish Forum.

The Chairman again referred to the letter from the Parish Council and asked Members their views on the quality and accuracy of the Consultative Committee minutes, as he quoted the following from the letter, "From the lack of detail in the Minutes the Council feels that the Committee shows a lack of accountability and transparency." All agreed that they were satisfied with the minutes and a Member complimented that they were the most transparent and comprehensive set of minutes he had seen. All agreed. The Airport thanked the Members and clarified that the minutes were distributed to Members within three weeks of the meeting and then uploaded to the website for public viewing.

All agreed that the Chairman respond to Mr Chope on their behalf, providing a brief on the extensive correspondence between the Committee and the Parish and advising of the Committee's decision with regard to St Leonards & St Ives Parish Council.

All present were satisfied with the current Membership arrangements of the Committee.

### **3. Managing Director's Report**

- 3.1 Passenger numbers from April 2012 to February 2013 (inclusive) were slightly less than budget, due to Ryanair recommencing operations from the 14<sup>th</sup> March 2013, later than originally budgeted, which accounted for the shortfall. The easyJet Geneva route had a successful season, with passenger numbers consistently above target and budget. For the full year, the Airport anticipated that passenger numbers would be 6.5% better than the previous year. Members were asked to note that Bournemouth was one of the few smaller regional airports in the UK that was showing growth. Members appreciated this information.
- 3.2 Considerable effort was being put into encouraging more passenger / airline growth at Bournemouth. The recent purchase of Stansted would strengthen the Group deals that could be offered. The Airport had undergone a significant restructure over the past year to reduce its cost base to be able to deliver a highly competitive offer to the airlines. It was now in a much stronger and more sustainable position than in any of the past three years which, everyone hoped, would lead to further growth and prosperity for the Airport and, in turn, the region.

### **4. Aviation Related Matters**

- 4.1 Since the last meeting, there had been no aircraft accidents, one aircraft ground incident (Beech 76 Duchess nose and starboard undercarriage collapsed on reaching take-off speed, with three people on board - no injuries), six full emergencies, ten local standbys, five

weather standbys, eleven first aid calls and two off-Airport road traffic accidents (30<sup>th</sup> November 2012: Fire Command responded to a three car road traffic collision adjacent to emergency gate 3. Casualty treated for neck injuries and another two treated for shock. Casualties handed over to ambulance service upon their arrival. 11 January: Fire 2 responded to 08 undershoot where a Renault Clio had crashed into the perimeter fence. No injuries sustained.)

- 4.2 A chart showing passenger the number comparisons for 2011, 2012 and the first two months of 2013 was discussed. Total aircraft movements for the same periods were shown, with November 2012 ahead of the previous year, December 2012 and January 2013 level and February considerably down due to Ryanair delaying their operation reintroduction. At the end of last year, commercial flights had decreased, back-filled by GA. The Airport confirmed that, whilst commercial growth was slow, it would continue to look at other avenues of revenue opportunity, such as the executive jet market in order to drive the business forward. Bournemouth was currently seen as a seasonal base, with the summer a busy period and the winter quiet. The Airport needed to increase activity during the winter months.

## 5. Customer Surveys

- 5.1 Results of customer / passenger surveys were discussed. The majority of passengers arrived at the Airport 1½ to 2 hours before departure, possibly due to the enhanced pre-flight experience the Airport had created with its partners such as World Duty Free and The Restaurant Group. Their main reason for travel remained as leisure, with only a small percentage citing business as their purpose. As expected, the number of trips made per passenger remained typically at 1 to 2 trips per year, with passengers less likely to take more frequent breaks abroad during the current economic climate. The majority of passengers originated from the UK. Most passengers fell into the age bracket of 45 to 54, closely followed by those between 55 and 64. However, there was a peak of passengers aged between 26 to 34 during the ski season, with the easyJet Geneva route proving popular again. The most popular transport to and from the Airport remained private car, although it was noted that more passengers were getting dropped off by friends and relatives.
- 5.2 The Airport Service Quality (ASQ) was discussed. In the last published scores, Bournemouth was steady with a score of 4 and ranked better than in the last two previous quarters, at 7 out of a group of 9.
- 5.3 The Airport was asked if Dorset LEP could fund an Airport growth study as part of their Long Term Growth Strategy and Business Plan for the area then, through joining up several schemes already conceived, a real growth in passenger numbers could be worked towards:
- i) Working closely with the new Sir Howard Davies Commission and MAG view of promoting growth through regional airports;
  - ii) Looking again at the Government Local Transport Bodies (LTB) plans for beyond 2015 and prompting a road scheme which will benefit Bournemouth Airport's very restricted passenger access problems (direct link to the A338);
  - iii) The possibility of using the Airport Duty within UK as an opportunity to promote a hub and spoke system through major European airports (Amsterdam as an example). This has been identified within the planning section of the Annual Monitoring Report to decrease the cost of long-haul flights;
  - iv) Look at the marketing advantages of other regional airlines moving their bases to Bournemouth Airport, which would allow the regional operator to use larger aeroplanes;

- v) Finally, look again at the “drop off charge”, which locals were advising was really creating a bad image for the use of the Airport.

The Airport answered the questions in turn, as follows:

- i) The Airport was working closely with the Dorset LEP Board and a meeting had taken place the previous Friday with key members and also Mr Tobias Ellwood MP.
- ii) Would be discussed under “Planning & Policy” on the Agenda.
- iii) Bournemouth already had the start of a “hub system”. In that it now operated Bournemouth to Dublin, with an option to go on to Boston, Chicago or New York. This was advantageous in that USA customs could be cleared in Dublin, which was reported as being easier than when arriving in America.
- iv) Regional airlines moving their operations to Bournemouth, possibly with larger aircraft, would be welcomed, however, access to the Airport remained unchanged so a direct link to the A338 would be very positive for the Airport. Airlines were still risk-averse in the current climate, however, M.A.G. deals were now possible and were more attractive to the airlines.
- v) The Airport was aware that the car parking drop-off charge was still not popular. However, aircraft were still going out with good passenger load factors and so it did not seem to be deterring the flying public from travelling from the Airport. In the current economic climate, the Airport had to continue with the charge in order to remain sustainable in the present testing economic climate. However, when possible, the Airport would review the charge.

- 5.4 The Airport was asked whether it intended to install a business lounge and it responded that plans were already in place for when it obtained a regular business service.

## 6. **Planning and Policy**

- 6.1 The Government National Policy was discussed. This included the two strands of work being undertaken by the Davies Commission, “Best Use” for short to medium term (5 – 10 years) and Long-Term (addressing UK Aviation capacity). Their interim report on Best Use was due by December this year, with evidence required by May and their Long-Term report expected post-election 2015, with outline proposals to be submitted by July 2013.
- 6.2 The Aviation Policy Framework was released on the 22<sup>nd</sup> March (available on the DfT website). This fully replaced the 2003 Aviation Transport White Paper as the DfT’s policy on aviation, alongside any outputs from the Davies Commission into UK aviation capacity. The main themes on the draft consultation were Supporting Growth and the Benefits of Aviation, Climate Change Impacts, Noise and Other Local Environmental Impacts, Working Together and Planning.
- 6.3 Supporting Growth and the Benefits of Aviation: It confirmed that aviation was vital to economic well-being of the country, therefore, supported the growth of airports in all parts of the UK. The UK should continue to be one of the “best connected countries in the world” and to that end the Government believed that the UK should develop further links from its point-to-point airports and maintain its existing hub capability.
- 6.4 Climate Change Impacts: It confirmed that support for the aviation sector was premised on the sector taking positive and proactive steps to reduce global emission. But it was clear that these efforts needed to be coordinated at a global level and advised against unilateral actions.

- 6.5 Noise and Other Local Environmental Impacts: This urged the aviation sector to continue to reduce and mitigate against noise, the main concern of local communities. The overall objective was to “limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise”. It stated that the local planning policies and decisions were important to ensure new development was not unduly affected. Airport were to use all tools available to set suitable noise controls, including consideration of differential landing charges to incentivise quieter aircraft.
- 6.6 Working Together: This urged a greater collaboration between the aviation sector and local communities, strengthening and streamlining the way in which they work together, including reviewing membership and terms of reference of committees, reviewing consultative timetables, combining surface access strategies into Master Plans and reviewing the extent and detail of information that was published.
- 6.7 Planning: Should the Government support new airport infrastructure, then a National Policy Statement will be consulted on. The planning system should identify and protect land that may be required for airport development, with any airport development proposal accompanied by surface access proposals and with an aim not to increase the number of people with Public Safety Zones.
- 6.8 Other Policy: The Planning Guidance continued, with attention now centred on the powers of some of the Government’s own Agencies, with possible dilution of responsibilities. The Government accepted the majority of the Hessletine Report, so a Single Growth Fund for LEPs to bid against will be forthcoming. The LEPs were clearly identified as the vehicle to deliver economic growth and Bournemouth Airport was fully engaged with the local Dorset LEP.
- 6.9 On the 5<sup>th</sup> November last year, the Christchurch and East Dorset Core Strategy Pre-Submission document commenced consultation on the final set of changes prior to submission. This was for a six week period. Contained in the document was the proposal to remove the Operational Airport from the Green Belt, further refined by a zoning approach relating to the Operational Airport. Material had now been submitted to Government, with an anticipated date for an Inquiry of July. A map was shown.
- 6.10 The Bournemouth Airport Section 106 Annual Monitoring Report had been distributed to Members with the meeting papers and the report was discussed. This was the fifth of publication and, when agreed by Christchurch Borough Council, would be put on the Airport’s website. To summarise, noise statistics were being discussed later in this meeting, however, there had been no transgressions against obligations. The night-time noise budget five-year review would be triggered at the end of the Winter 2014 season. Passenger numbers on the Shuttle Bus were holding up well, with the extension of service to the Business Park proving successful. All results of carbon management initiatives and air quality monitoring were compliant and within parameters.
- 6.11 The Airport advised that a scope of works was to be drawn up to rectify the issues preventing adoption of the traffic lights entrance to the Airport. These works included replacement of pedestrian detectors, amended to fixed line telecommunications, landscaping surgery to achieve visibility splays and the replacement of two light standard fittings. Also, the inclusion of the yellow hatched box junction markings, which the Consultative Committee Members had recommended on safety grounds for emergency vehicle access to and from the Airport.
- 6.12 The Airport reported on local highway works, including the Dorset County Council two options for Hurn Roundabout. Partly funded from the Bournemouth Airport Terminal Development contributions, there had been overwhelming support for the roundabout option. The Council were now moving towards planning application and land acquisition process. There was also an LEP bid for pinch-point funding to include a scheme for Chapel Gate.

- 6.13 The first phase of the Aviation Park West Application (Reserved Matters) had been submitted and approved unanimously at November's Planning Committee. This would secure the future of 350 onsite jobs and enable future expansion for a valued tenant. This phase would delivery approximately one quarter of the approved floorspace and trigger the first highways payment. Discussions were still ongoing to secure funding for the deal.
- 6.14 A Member asked what the Hurn roundabout option would do for the traffic exiting Matchams Lane. Another Member added that it had been perceived that the problem was the Hurn roundabout, where actually the issue was with the Blackwater junction and Chapel Gate leading to Parley Cross lights. The Airport agreed that the pinch points were Blackwater and Parley Cross, which had been recognised by the LEP who were bidding for Government money for those works. It was reported that Mr Tobias Ellwood MP was keen to drive this forward in an endeavour not to hold up the economic business drive in the region. The LEP included Bournemouth and Poole, so all areas were working together to get the schemes delivered.
- 6.15 The Airport clarified that when it was granted permission delivery of the Terminals redevelopment, the Section 106 Agreement was put in place by Christchurch Council and it included a variety of environment mitigation measures, on which the Airport had an obligation to report. The new Community Infrastructure Levy (CIL) that was to be introduced would replace certain Section 106 Agreements, however, airports and industrial developments would not necessarily be subject to these payments and Section 106s will continue to be used to secure payments for infrastructure developments.
- 6.16 The Member from the New Forest National Park Authority advised that the National Park were willing to assist the Airport in it's environmental mitigation measures. The Airport thanked the Member and this would be taken forward via the Noise Action Plan.
- 6.17 The Airport was asked whether poor access from the A338 was an issue for passengers, especially at times when the road was closed due to accidents. The Airport replied that the road would be closed as due process by the Police. The Airport worked hard to get the message out via radio etc in such circumstances, however, an accident at Hurn roundabout or at Parley Cross would potentially cause the Airport more problems. Members were advised that the Dorset LEP were currently investigating a more intelligent road transport system, for example advance signage on roads of delays ahead.

## **7. Aircraft Noise Report**

- 7.1 There was nothing significantly different since the last meeting, no change to aircraft or aircraft movements. Complaints since November 2012 had stayed between 70 and 90 per month. The number of complaints had decreased in the winter period, due to the decrease in the amount flying activity. There was no particular pattern with regard to complaints for activities during the day compared to night, although complaints about "noise in general" had increased slightly.
- 7.2 Noise complaints by area were reported, with Merley and Broadstone still ranking as the highest in number. By operation, complaints about commercial flights usually concerned the mail flights.
- 7.3 In previous meetings, Members had requested that the serial noise complainants be shown separately in the noise complaints statistics. Therefore, in summary, there had been 62,713 aircraft movements for the twelve months to February 2013. From those movements, there had been 1,168 complaints, 1,000 of which had been made by four individuals.
- 7.4 The Airport was asked about complaints concerning engine runs on the Airfield. The Airport advised that the number of complaints received was negligible. A Member stated that engine testing was now not permitted at weekends, which had made a big difference for Hurn. In the week, they accepted that it was just how it had to be for business reasons and

this was accepted by Members.

- 7.5 A Member asked if there had been a change to the number of mail flights. The Airport replied that there was now an additional Edinburgh mail flight arriving at around 0100 hrs, generally only on a Friday.
- 7.6 The Airport was asked why some of the mail flights seem to go round twice before landing. A response was given on the Procedural Approach undertaken. Between the hours of 2200 and 0630, a Radar service was not available and, therefore, inbound flights to the Airport followed the published Procedural Approach profile to establish on the ILS. The aircraft used the radio navigation beacon, located on the Airport, to home to the overhead from which it commenced the approach procedure. However, depending on the direction from which the aircraft approached, it might have to first carry out a joining procedure so that it was in a position to take up the outbound heading. In basic terms, this would involve the aircraft flying through the overhead for approximately 4nm. It then would turn back in a teardrop pattern to again approach the overhead to take up the outbound heading from the beacon to commence the procedure. Throughout the joining procedure, the aircraft would not be below 3,000ft and would only descend below this level when it commenced the approach procedure.
- 7.7 A discussion took place on the four serial noise complainants and, without disclosing the identities of the individuals, the Airport gave an overview of correspondence, which included one individual sending the same worded email daily, with just the times and dates changed.
- 7.8 A Member asked whether there was a correlation between complaints made before the movement was published on Webtrak, or after publication. The Airport responded that it was quite sure that complaints were being made after publication, as exact aircraft timings were being quoted (Webtrak was always 24 hours behind). The Airport was asked by Members whether turning Webtrak off would decrease the number of complaints, to which the Airport replied that it believed it would. Members asked whether, in general, the complaints were justified and the Airport replied that there had been three incidents of low flying helicopters and the pilots had been spoken to but there had been nothing else significant and aircraft were compliant.

## **8. Community Fund Awards**

- 8.1 The Airport reported that it had made three awards since the last Community Fund meeting, to Mudeford Wood Community Trust (£1,975 for Community Centre improvements), Christchurch Activities for Young People (£2,086.88 for equipment) and to Hurn Parish Council (£3,000 for a Biodiversity Audit). The total available to spend for 2013/14 was £16,667.79, with the next meeting scheduled for May.

## **9. Any Other Business**

- 9.1 A Member asked for an update on the Police Helicopter. The Airport advised that there had been a number of changes at Cobham which had impacted upon the facilities for the Police Helicopter. These had now been resolved. The aircraft was now expected in June. It was noted that the helicopter had visited the Airport many times over the last few months and there had been no complaints.
- 9.2 The Member then asked whether there had been a change to the helicopter flight paths. The Airport advised that they had been agreed with the Police, but not yet signed off. Within the regulations, the Police helicopter could fly any pattern it wished, but the Police seemed keen to work with the Airport and adhere, wherever possible, to its requests. The plans agreed would be reviewed if there was significant cause. As soon as the agreement was signed off, Members would be forwarded a procedural map. Another Member advised that he had been involved with the Police helicopter at Farnborough, which had been very well controlled.

9.3 The Chairman thanked all for their attendance and participation in such open discussions. He asked whether everyone was satisfied that they had had a chance to express their views and raise issues. All agreed.

Chairman ..... Date ..... 2013