

Minutes

Meeting	Bournemouth Airport Consultative Committee ANNUAL GENERAL MEETNG		
Held on	Thursday 1 st August 2013		
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.	Cllr Mrs S Anderson	Bournemouth Borough Council
	4.	Mr P Bodily	Crowhill Residents' Assoc & Burley Parish Council
	5.	Cllr Mrs S Grove	Verwood Town Council
	6.	Mrs J Hudson	Broadstone Residents' Association
	7.	Cllr Mrs J Jones	Hurn Parish Council
	8.	Cllr C Lockyer	Bransgore Parish
	9.	Cllr Mrs B Manuel	East Dorset District Council
	10.	Mr J Mather	ACRA (Affiliation of Christchurch Residents' Associations)
	11.	Mr P Matthews	Bournemouth Chamber of Trade & Commerce
	12.	Cllr Mrs P Morrow	Verwood Town Council
	13.	Cllr Mrs M Phipps	Dorset County Council
	14.	Ms June Richards	Bransgore & District Residents' Association
	15.	Mr B Tennant	Cobham Aviation Services Ltd
	16.	Mr P Thorne	Christchurch & District Chamber of Trade & Com
In Attendance	Bournemouth Airport Authority:		
	1.	Mr P Knight	Managing Director
	2.	Mr R Coggins	Environment and H&S Manager
	3.	Mr A Murray	Principal Planner - MAG
	4.	Mrs S Windsor	External Affairs Consultant
	5.	Ms R Osborn	Secretary
Apologies	1.	Cllr Claire Bath	Christchurch Borough Council
	2.	Rev C Booth	St Marks West Parley & Airport Chaplain
	3.	Mr K Churchill	Airtime Aviation Ltd
	4.	Cllr J Cullen	West Parley Parish Council
	5.	Cllr WH Dow	New Forest District Council
	6.	Mr I Du Cros	Jet2.com
	7.	Cllr Ann Hickman	New Forest District Council
	8.	Barry Rickman	New Forest National Park Authority
	9.	Oliver Crosthwaite-Eyre	New Forest National Park Authority
	10.	Mr P Scott	Dorset Business
	11.	Cllr J Wilson	East Dorset District Council
Next meeting	Thursday 28 th November 2013, commencing at 1430 hrs in the Imperial Room		

1. Election of Chair and Vice Chair

- 1.1 The Chairman and Deputy were confirmed in Office for the next year (third year of the three-year term). This was proposed by Cllr J Jones and seconded by Mr P Thorne.

2. Minutes of Last Meeting

- 2.1 The minutes of the last meeting, held on 28th March 2013, were approved by those present.

3. **Matters Arising / Actions**

3.1 There were none.

4. **Managing Director's Report**

4.1 Members may have been aware of local media activity reporting the MAG financial accounts for last year and that Bournemouth Airport made a profit of £2million. For clarity, figures quoted were not profit, but EBITDA (Earnings Before Interest, Taxes, Depreciation and Amortisation). A full explanation was given.

4.2 For the last Financial Year, passenger numbers stood at 670,000, which, whilst an increase on the previous year, was 2.5% less than budgeted. However, performance against the overall budget was better than expected, albeit the Airport business remained challenging. The headcount of full-time employees had reduced during the last year and multi-skilling had been introduced for the remaining employees across the business. The Airport reduced its costs against budget during the last Financial Year, and against the costs reported for the year previous. All targets set by M.A.G. were met, with the exception of the ASQ (Airport Service Quality). All colleagues received a bonus for last year's performance.

4.3 For the new Financial Year, passengers were anticipated at totalling 690,000, a 3.1% growth on the previous year. The main target was to take the Airport into an operationally sustainable position. The business model created during the last year would be built upon, with multi-skilling being the backbone of the Airport's operations. It was also the intention to move forward and create an apprenticeship opportunity. Costs were to be maintained at last year's level.

4.4 Continuing with the business update, the Airport reported that Mondays were now the busiest day of the week, with over 4,600 passengers travelling through the Airport, the majority within a three-hour period.

4.5 After a full re-design and remarking of the main aircraft parking apron, the Thomson B787 Dreamliner arrived at the Airport.

4.6 The Committee were briefed on the winter operations for the Airport: Ryanair to Gerona, Alicante, Malaga, Gran Canaria, Lanzarote, Tenerife; Thomson to Lanzarote, Tenerife, Gran Canaria, Cyprus, Sharm el Sheikh; EasyJet to Geneva and; Aer Arran to Dublin. Business remained very challenging but real progress was being made to deliver a sustainable business at the Airport and to continue growth to deliver benefits to Dorset and the South of England.

4.7 The Police Helicopter operation review was ongoing but no clear timeline had been established yet for the basing of the helicopter at Bournemouth. A Member asked the Airport for a definitive answer as to whether the Airport would support the helicopter business. The Airport replied that it would, as it would be an asset to the Airport and Dorset as a whole.

5. **Aviation Related Matters**

5.1 Since the last meeting, there had been no aircraft accidents, one aircraft ground incident (a Pulsar with a burst tyre), four full emergencies, twenty-six local standbys, twenty First Aid calls and no off-Airport road traffic accidents.

6. Customer Surveys

- 6.1 Airport passenger numbers were reported, by month, compared to 2011 and 2012 statistics for the same period. For the first three months of the year, passenger numbers were below the two previous years, April was in line with the previous years, May was slightly higher and June's numbers were shown as slightly higher than 2011 but less than 2012. Total movements were discussed, compared against the 2010, 2011 and 2012 levels. These were lower than historical statistics, but passenger load factors on aircraft were very good.
- 6.2 The Committee were briefed on the results of the Customer Survey. This year, the Airport had changed the way it was involved with the ASQ, moving to a regional system which provided reports / results once after the winter season and again after the summer season. Most passengers arrived at the Airport in good time before their flight, i.e. one hour or more beforehand, which corresponded with the main purpose of travel being leisure. The majority of people had taken one to two trips during the last year, although there were an increasing number taking three to five trips. Country of residence was primarily the UK, with approximately a 3% growth in passengers originating from outside the UK. The survey results showed that, in the main, passengers were in the 45 – 54 age group, however, there were a growing number of passengers in the 26 – 34 age group. The most popular mode of travel to the Airport remained private car, although there showed an increase in those arriving by rail (to the Travel Interchange and then on the Airport bus) and rental car. With regard to ranking in the ASQ, Bournemouth Airport had risen to 6th in the category, having achieved 7th place achieved the previous quarter.
- 6.3 A Member asked the Airport whether parents being not permitted to take their child out of school for holidays during term time would affect the Airport. Whilst sympathetic, the Airport replied that this was not anticipated to detrimentally affect the Airport.

7. Planning and Policy

- 7.1 Members were briefed on National Policy, in particular the work of the Davies Commission. There were two strands of work: Best Use – short to medium term 0 – 15 years and; Long-Term – addressing UK Aviation capacity. The Interim report on Best Use was due this December and the Long-Term report due post-election in 2015, with outline proposals submitted July this year. The MAG submission emphasised the importance of making best use of existing UK airport capacity. In relation to Bournemouth, both best use and long-term highlighted the ability of the Airport to absorb additional throughput without major infrastructure development. It suggested a reform of Air Passenger Duty to incentivise airlines to utilise spare airport capacity and also suggested an improvement to surface access links to airports with unused capacity to increase their attractiveness.
- 7.2 The Airport's existing Master Plan was approved in 2007 and set out how the Airport could develop to handle 4.5 million passengers per annum. This had a long-time horizon of 30 years. However, since the report was published, there has been a severe decline in economic conditions and growth projections have not been realised. The Airport site as a whole still has a vital role for the economic development of the region and a revised Master Plan, to be drafted this Autumn, will look more broadly at site-wide issues. The Noise Action Plan will be reviewed alongside the Master Plan review.
- 7.3 The Airport was asked how much APD was now in the UK.

Post meeting note: APD charged at the following banded rates on UK departing flights (hence a domestic flight would get charged for each leg):

* Band A (0 – 2,000 miles): £26

* Band B (2,001 – 4,000 miles): £134

* Band C (4,001 – 6,000 miles): £166

* Band D (>6,001 miles): £188

- 7.4 The Christchurch and East Dorset Core Strategy “Examination in Public” to commence on the 10th September for three weeks. The Inspector had released questions for the Airport to address, involving Green Belt boundaries, location of office developments, employment opportunities and transport links. Maps were shown to the Committee illustrating the points raised.
- Post meeting note: Dorset County Council had released a consultation on changes made to the Minerals Strategy following the Examination in Public, comments by 16th September. Dorset County Council had also begun to canvas opinion for a revision to the County Waste Plan with comments asked for by 30th September. Both plans were available on the Dorsetforyou website.*
- 7.5 The Airport was pleased to report that the much-reported works to finalise the Airport entrance to comply with Dorset County Council’s requests had now been almost reached, although there may be an issue with which shade of grey to paint the lighting columns. Works to replace the pedestrian detectors and introduce a “yellow box” junction should, however, be completed by mid-August. Some temporary traffic signal control will be employed whilst the works were being undertaken.
- 7.6 The LEP’s application for pinch-point funding for the local highway works was unsuccessful. The City Deal bid for transport funding from the Single Growth Fund was still being formulated but concentrated on freeing up transport financing to be able to deliver development schemes at the port and Airport.
- 7.7 An update was provided on the Hurn Roundabout proposed works and aerial photographs shown as illustrations. The Airport believed that a planning application was almost ready to be submitted, although it had not yet seen the final design. A Member stated that they thought there was an issue over funding, but the Airport clarified that a planning application could still be submitted whilst funding was being sought.
- 7.8 It had previously been reported that the AIM development had stalled due to funding issues, however, these had now been resolved and negotiations were back on track and well advanced. There were a number of pre-commencement conditions to be discharged concerning detailed design of flood risk mitigation, ecological works, archaeological surveys and contaminated land.
- 7.9 A “Stop Notice” had been issued by Christchurch Borough Council on an unauthorised car park operating from Hurn Court Lane.
- 7.10 It was likely there would be an application for a new sales / office building on a site adjacent to Park Café.
- 7.11 There were significant applications for expansion of Eco’s operations and solar farm either lodged or anticipated. A Member advised that this had been raised at Dorset Waste Partnership, as the issue of the odour was concerning to residents and this was being looked into further by the Council.
- 7.12 There had been a Change of Use Application for the NATS college site, so it could be marketed for other purposes and not just a college / educational facility. A hotel would not be out of the question.
- 7.13 There were two new hangar schemes for the Business Park, albeit in the early stages of negotiation.
- 7.14 The Airport was asked how often it commented on Planning Applications and it advised that it responded when there may be a safety / security implication for the Airport or if there were other good commercial reasons for doing so.

8. Aircraft Noise Report

- 8.1 For the purpose of clarity and to give a true reflection of the level of genuine complaints, the Airport advised that it would split the aircraft noise complaints received, i.e. complaints from serial people complaining would be shown separately. At present, there was a distortion in data which did not allow for comparison within the Group.
- 8.2 The Airport reported that it had received 123 complaints from 71 people for the period July 2012 to June 2013 (inclusive). There had been 1,190 complaints from 4 people for the same period.
- 8.3 Total aircraft movements from July 2012 to June 2013 (inclusive) stood at 59,205, with 71 people complaining, i.e. less than 1% of air traffic movements attracted a complaint.
- 8.4 The Committee were shown an extract from the Noise Complaints Log for July 2013 and the Airport explained how it logged complaints, investigated and determined whether the complaint was justified. 39% complaints were as a result of light aircraft movements, 27% were from commercial movements, 22% from the mail flights, 6% "other", 5% helicopters and 1% were as a result of engine test runs. For the past twelve months, 63% of complaints concerned daytime movements.
- 8.5 A Member thanked the Airport for encouraging the mail flight aircraft to closely abide by the Airport's Noise Abatement Procedures by turning promptly after take-off, as this had made a significant difference to local residents. The Airport thanked the Member for her comments and advised that it had worked hard to influence a replacement for the old Electra aircraft to a more modern and quieter model.
- 8.6 A Member asked whether the Airport gave permission for the Chinook to fly. The Airport replied that the helicopter did not take-off or land at the Airport and, although Air Traffic Control talked to the aircraft in transit, it could not refuse transit of airspace. In all noise controls, military aircraft were excluded. Members were advised that military flying usually came in batches, when the military required training flights. The Airport was advised by a Member formally serving in the RAF that all military test and evaluation flights from UK bases faced the utmost scrutiny with regard to safety and that it was essential in order to give the frontline troops on the ground the technology they required. All agreed.

9. Community Relations / Community Fund

- 9.1 The Airport had been working with Dorset schools to provide opportunities for a series of work placements for students. Four one-week placements were offered to students from LeAF Studio in Bournemouth, Avonbourne College in Bournemouth, Ferndown Upper School and Woodroffe School in Lyme Regis. The Airport also took part in a careers day at QE School in Wimborne and mock interviews at The Grange School in Christchurch.
- 9.2 No eligible applications have been received for the Community Fund's May meeting, so £16,666 has been carried over to the November meeting.
- 9.3 The Airport was to hold a Parish Council meeting on the 28th November and invitations had been despatched. A Member commented that she had received feedback that these meetings were well-received.

10. Any Other Business

- 10.1 The Airport was asked whether it had made any provision for a viewing facility for this year's Air Festival. It replied that the viewing area would be open as usual (at £6 per day), although visitors were to park in Car Park 2 in order to keep the viewing area safe and clear of manoeuvring cars. Toilet facilities would be available, supported by those already within the Departures and Arrivals terminals.

- 10.2 A Member stated that their organisation was still receiving complaints about the drop-off charge and that they were supported by Bournemouth Tourism Board, Dorset County Council and Hurn Parish Council. The very dangerous situation of the public having to be dropped off on Parley Lane had already been highlighted and the Member did this himself and counted 20 people walking in one direction or the other in a 10-minute interval. Passengers then cross Parley Lane with their luggage entering or exiting the Airport and walk down the private road to the Terminal. This situation was dangerous and the only way to deal with it was for the Airport to have free drop-off and Bournemouth Tourism, Dorset County Council Officers and ACRA would continue to push for this. The Airport should put another £1 on car parking charges, as it was a bad image for the Airport. Another Member wished to clarify that it was the parking in Hurn Court Lane which caused the most concern for Hurn Parish and Dorset County Council. Another Member stated that nobody liked the charge, but there was obviously a very good business case why this had been introduced and the passenger figures speak for themselves, as it had not deterred people from using the Airport. The Deputy Chairman stated that the Committee should bear in mind that the Airport had borne the full cost of the intersection at the same time as the economic recession hit and it was left with a big financial hole to fill. So, to some extent, the charge was a safety net for the business. No-one wanted the charge, but it was necessary at the present time and he was sure the Airport would dispense with the charge as soon as it could. The Airport agreed.

Chairman Date 2013