

Minutes

Meeting	Bournemouth Airport Consultative Committee		
Held on	Thursday 27 th March 2014		
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 C Bath	Christchurch Borough Council
	4.	Cllr TJ Cordery	Ferndown Town Council
	5.	Cllr M Brooke	Poole Borough Council
	6.	Cllr J Cullen	West Parley Parish Council
	7.	Cllr WH Dow	New Forest District Council
	8.	Ms L Hubbard	Dorset Business
	9.	Mrs J Hudson	Broadstone Residents' Association
	10.	Cllr Mrs J Jones	Hurn Parish Council
	11.	Cllr C Lockyer	Bransgore Parish
	12.	Mr J Mather	ACRA (Affiliation of Christchurch Residents' Associations)
	13.	Mr P Matthews	Bournemouth Chamber of Trade & Commerce
	14.	Cllr Mrs P Morrow	Verwood Town Council
	15.	Cllr Mrs M Phipps	Dorset County Council
	16.	Ms J Richards	Bransgore & District Residents' Association
	17.	Mr B Rickman	New Forest National Park Authority
	18.	Cllr C Rochester	Bournemouth Borough Council
	19.	Mr P Thorne	Christchurch & District Chamber of Trade & Com
	20.	Cllr J Wilson	East Dorset District Council
In Attendance	Bournemouth Airport Authority:		
	1.	Mr P Knight	Managing Director
	2.	Mr M Twomey	Head of Technical Services
	3.	Mrs C Willoughby-Crisp	Air Traffic & Operations Manager
	4.	Mr A Murray	Principal Planner - MAG
	5.	Mrs S Windsor	External Affairs Consultant
	6.	Ms R Osborn	Secretary
Apologies	1.	Rev C Booth	St Marks West Parley & Airport Chaplain
	2.	Mr I Du Cros	Jet2.com
	3.	Cllr Mrs S Grove	Verwood Town Council
	4.	Cllr P Russell	Crowhill Res' Association / Burley Parish
Next meeting	Thursday 24 th July 2014, commencing at 1430 hrs in the Imperial Room		

1. Minutes of Last Meeting

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

2. Matters Arising / Actions

- 2.1 There were none.

3. **Managing Director's Report**

- 3.1 Members were advised of the forecasted full-year results for Bournemouth Airport (BOH). Passenger numbers stood at 672,000, which was 2.7% less than budget for the year. Whilst passenger numbers were below budget, it was likely that financial performance was to be favourable against forecast. This was as a result of excellent cost control by the Airport's Management Team, supported by some one-off benefits.
- 3.2 During the last year, the Airport's operating model had demonstrated that it was effective and would be further developed over future years. At present, summer seasonal recruitment was ongoing.
- 3.3 Airport costs were reported as 5.7% better than budget and 5.2% better than last year.
- 3.4 There had been significant improvements to customer service over the last year and the Airport was ahead of target. The M.A.G. internal scorecard for Bournemouth Airport (BOH) was shown to Members. This demonstrated the Airport's results against Group targets in terms of finance, Airport Service Quality questionnaire results, Security queuing times, aircraft on-time performance, customer / colleague accident rate and operating costs, all of which were on track to meet expectations for this financial year.
- 3.5 For this year (1st April 2014 to 31st March 2015), the passenger number target had been set at 690,000. The summer flight programme was reported as follows:
- Ryanair** (weekly) : Lanzarote x 1, Malaga x 4, Alicante x 2, Carcassonne x 2, Chania (Crete) x 1, Faro x 3 (goes to 4 in the peak), Fuerteventura x 1, Girona x 6, Ibiza x 2, Gran Canaria x 1, Murcia x 5, Malta x 2, Palma x 6 (goes to 7 in the peak), Pisa x 2, Rhodes x 1, Tenerife x 2.
- TUI** (weekly): Lanzarote x 1, Antalya x 1, Corfu x 1, Dalaman x 2, Ibiza x 1, Menorca x 1, Palma x 4, Paphos x 1, Rhodes x 1, Tenerife x 1
- P&O**: Planning to do 2 charters to Genoa to serve the Ventura (based in the Mediterranean).
- Newmarket Holidays**: Will again be offering a range of summer programmes based on flights to Verona, Dubrovnik, Napoli & Catania (Sicily).
- OSKA Travel**: Operating a short series to Antalya (3 flights in April)
- Aer Lingus**: Dublin x 4 weekly (year round)
- 3.6 Members were updated on Airport developments. The first being the National Police Air Service (NPAS) helicopter base, for which the build programme had commenced. This development had been planned for one helicopter at present. Members asked what route it would take in / out of the Airport and the Airport replied that it would take the usual operational route via the runway or the A338, unless there was a Police emergency. It was noted that the helicopter would be more quieter on take-off than when in operational mode, hovering over houses. Building work commenced on the 18th March and was likely to continue for 16 weeks.
- 3.7 The Hangar 12 extension was nearing completion, with the anticipated arrival date of the aircraft now in July.
- 3.8 The Airport's own InFlight Catering Department had relocated to a site adjacent to the BOH Administration offices, a move which would improve internal logistics and save costs.

- 3.9 The project for the proposed solar farm on Airport land (as detailed in the last minutes) was progressing, with tenders received and under evaluation. It was planned to be 24 acres, generating over 3 Megawatts. Total energy consumption across the site had decreased over the last few years. Over the course of the year, the energy produced by the solar farm was likely to exceed what the Airport uses.

4. **Airport Activity**

- 4.1 Airport passenger numbers were shown, by month from January 2012 to the end of February 2014. The year had started well, due to Ryanair re-commencing winter flights. For the first two months of 2014, January's passenger numbers exceed those of January in the previous two years, with February's numbers exceeding those in February 2012 but down on the 2011 results.
- 4.2 The Airport was asked what the queuing time at the Airport should be. The Airport responded that the critical queuing time measured was 15 minutes, although Bournemouth Airport was operating currently at 6 to 9 minutes from Check-In to Security. If a passenger has a bag drop, this time could be increased, as the airline only allocated one member of staff for this facility.
- 4.3 A Member said that they had to queue for half an hour for food before their flight. The Airport advised that this was something that it was constantly working on. Unfortunately, due to reduced passenger numbers from those anticipated, the retail companies had streamlined staff during minimal flight periods.
- 4.4 For the first two months of this calendar year, Commercial air transport movements were favourable to those for the same period last year, as Ryanair had re-introduced flights from Bournemouth over the winter period. However, Non-Commercial movements were down, due to the poor weather. Total aircraft movements for January and February this year were down on the previous two years.
- 4.5 A Member asked whether the Airport was incentivising other airlines to come to Bournemouth. The Airport replied that the Commercial Team were offering exceptional deals to airlines, as these could be afforded now the cost base had decreased. However, airlines remained cautious and would not commit to operations from an airport new to their schedule. There was modest incremental growth at the Airport.
- 4.6 A Member expressed concern that airlines would not come to Bournemouth because of the road / rail links and asked whether the Airport was working with the LEP on this issue. The Airport replied that the LEP could not do a great deal in terms of aviation development and it advised Members that at no time had an airline refused to come to Bournemouth citing road / rail access links as an issue. However, the Airport continued to work with the LEP on the whole road network around the area.
- 4.7 A Member asked whether the decrease in General Aviation (GA) had affected the Airport's profitability. The Airport responded that it obviously had, however, it had managed to keep income from GA flat due to new deals.
- 4.8 It was noted that Thomson only had 3 flights per week in winter and the aircraft were going out full. The Airport agreed and stated that it was hoped this would encourage Thomson and provide confidence to increase their services next winter.

5. **Customer Surveys**

- 5.1 Members were advised that the last results from the ASQ surveys were favourable and above M.A.G. targets.

6. Aviation Related Matters

6.1 Since the last meeting, the following incidents had occurred at the Bournemouth Airport:

Aircraft accidents: 0
 Aircraft Ground incidents: 0
 Full Emergencies: 3
 Local Standbys: 15
 First Aid: 9
 Off Airport Road Traffic Accidents: 0

7. Planning & Policy

7.1 With regard to national policy, the Airports' Commission Interim Report on the long term of future aviation capacity needs was discussed, which shortlisted its view of the most credible options for new capacity. The Final Report was expected by summer 2015, to include recommendations on how to meet the need for additional airport capacity in the longer-term and to provide the basis for a National Policy Statement for airports. The points raised by the Commission were:

- Significant growth over the period to 2050
- SE capacity under 'substantial pressure' by 2030
- All SE airports likely to be full by 2040
- Limited options for redistributing traffic: Taxation / congestion charges; Changes to Slot Allocation rules; Traffic Distribution Rules / Restrictions
- Economic impact of 'doing nothing': 60-year present value of £50 - £65 billion
- One new runway needed in SE by 2030
- Second new runway need by 2050, but it was too early to decide location now

7.2 From the M.A.G. perspective, Manchester, Stansted and other regionals had key roles in the interim. Effective use of existing runway capacity had not sufficiently been explored and improved railway / road network links to airports had to be a priority for investment. There were also concerns with the Commission's analysis, with forecasts "backward looking" projections, with a weak understanding of competitive processes and the majority of long-term growth was short-haul.

7.3 Bournemouth, via LEP Connected Dorset, had fed back into the Highways Agency Route Based Strategies consultation. The intention was to set a long-term investment programme for the Highways Agency with the express intention of facilitating economic growth. This was to incorporate solutions to evidence-based problems and so evidence was currently being collected. The M.A.G. submission centred on journey-time reliability being crucial to effective catchment area 'capture', so work should concentrate on improving performance of the network to deliver this.

7.4 The first report issued 'feedback' on consultation and presentation of 'evidence'. The Bournemouth response had not been reflected, instead the position had fallen back to stating that development at Bournemouth, "...will cause congestion", rather than our concern that congestion will stifle development. To quote the report for the next step, "We will prepare final evidence reports...in Spring 2014...", then, "...we intend to identify the priority challenges and opportunities for each route, undertake further investigations and, where appropriate, explore potential solutions." Final strategies to be available Spring 2015.

7.5 The Christchurch and East Dorset Core Strategy Examination In Public took place over a three week period in September. The proposal to remove the Operational Airport from the Green Belt had been further refined by a zoning approach relating to the Operational Airport. The final Inspector's Report was still awaited, but early indications were that the Inspector had accepted the recommendations regarding the Airport.

- 7.6 Members were briefed on The Section 106 Annual Monitoring Report 2013. Discussion took place on the changes to the bus service, which was now operated by Yellow Buses, providing connections to a much greater network and an added stop at the hospital. Patronage was growing considerably, with modal share rising from 0.3% in 2005 to over 5% at present. This was good considering passenger numbers had decreased. The service was used by people on the Business Park, as well as from Hurn.
- 7.7 Another change was in the outstanding £800K highway contribution, as the Airport had not reached anticipated passenger numbers and, therefore, need for the interventions had been delayed. An agreement had been reached to link the payment to passenger throughput. Also reported was the upgrade to WebTrak and the replacement of the History Wall, which had been the victim of the storms.
- 7.8 Members were briefed on the Master Plan Review. The 2007 Master Plan set out the approach to the delivery of Airport capacity enhancements, including terminal development strategy. This review set out some of the operational capabilities of the site showing when and where new or enhanced capacity will be required. Many of the environmental controls were already secured by the Section 106 Agreement. The challenge was to accommodate the development of the Business Park into same Master Plan, not what the Government envisaged but the site dynamic justified the approach.
- 7.9 Highlights of the Master Plan were outlined. It was not to be forecast led, rather to demonstrate ability to deliver. The Airport currently had permission to process 3 million passengers per annum, therefore, only minor amendments were required. The Airport had the capability to cater for a greater throughput than this. The Business Parks had the potential to deliver up to 60 hectares of developable employment land, alongside the Stewardship scheme already instigated to protect valuable landscapes and habitats. The Airport was closely working with stakeholders and partners to deliver schemes that were important to unlocking the sites potential.
- 7.10 With regard to local highway works, the entrance works to the Airport were almost complete, with final sign off awaited. The Planning application submitted for Hurn Roundabout (Dorset application number PL/1582/13) had been withdrawn due to lack of accompanying information. A package of Airport access improvement works was now being progressed through the LEP Strategic Economic Plan and its bid for Growth Deal Funding (£2bn/year over the life of the next Parliament). The Airport had been involved in drafting the bid.
- 7.11 The first phase of the AIM development on Aviation Park West was almost at contract completion, with consent amended to allow for phased development. The 'legals' had taken longer than anticipated, so Condition Discharge was only just occurring. The first phase, one quarter of consented floor space, would trigger the first highway payment and secure over 350 jobs. There was positive dialogue with further potential developers. The NPAS hangar was presently under development
- 7.12 The off-Airport illegal car parking operation had ceased its Hurn Court Lane operations under threat from the Local Authority, however, it had moved and started up again in another Local Authority area. The Airport is working with this Authority to address the issue.
- 7.13 The Airport was asked about the B1 use development at Avon Causeway. The Airport stated that, first, if there was a commercial interest, then the Airport would respond. If consent was granted, then the Airport had asked for a condition to be placed upon it whereby it would limit car parking use until the buildings had been occupied. The Member advised that this had been recommended for Approval on the 25th March and there was no note of a condition / response from the Airport and asked if the Airport could object under the grounds of it being on Greenbelt land. The Airport assured the Member that it had sent

a response and that the Local Authority would be fully aware of the Greenbelt issue and that, in a planning application, it was difficult to presuppose further applications for change of use, i.e. it could only comment on what plans were on the table at the time. It was pointed out that this was an outline planning application.

8. **Aircraft Noise Report** - for the period March 2013 – February 2014

8.1 For the period above, the Airport had received 86 noise complaints from 70 complainants. Total complaints received from repeat complainants for the same period stood at 638 complaints from 6 repeat complainants.

8.2 The majority of complaints (not including repeat complainants) were generated as a result of commercial flights, with light aircraft the next highest category, then the mail flights. The majority were concerning day operations and the areas generating complaints were shown. A Member asked whether a split could be shown between night and day for the areas represented. This was agreed to be tabled at the next meeting.

ACTION Airport to produce a slide for next meeting showing night/day complaints by area.

9. **Noise Action Plan Review**

9.1 As discussed at the previous meeting, the Environmental Noise Directive required a review of the Noise Action Plan, to be submitted in May 2014. The draft was currently with M.A.G. at Group level for comment. Guidance required public consultation via the Consultative Committee and the draft would be posted / emailed to Members and comments invited. It was assumed that Members will consult within their parent bodies and respond, as necessary.

9.2 Future developments related to investment in the latest technology for the Noise-Track monitoring system. This will enable enhanced measuring and reporting of track keeping along defined corridors within controlled airspace. The Airport would continue to monitor Continuous Descent Approach (CDA) and continue to explore and review the Noise Preferential Routes aided by noise mapping exercises to ensure that there was the most robust routing system in place to reduce the impact from operations at the Airport within the local community. It would also continue to work closely with colleagues at Solent Air Traffic Control to enable full co-operation with track compliance and CDA.

10. **Community Relations / Community Fund**

10.1 The Airport reported that there had been a visit by students from The Grange School in January this year. This was for a brief on Airport operations and a tour of the operational site.

10.2 A one-week work experience period had been offered to five students from Corfe Hills School, Bournemouth School, St Peter's School and Bishop of Winchester Academy.

10.3 The next meeting of the Community Fund Committee would be held in May 2014. Hurn Parish thanked the Airport for the grant for their Diversity Audit in the Forest. Once the report had been finalised, the Airport would receive a copy.

11. **Any Other Business**

11.1 There was none.