



**Bournemouth
Airport**

Part of Regional & City Airports

Bournemouth Airport Consultative Committee

Briefing: July 2021



Airport Business Update

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Airport Business Update

Ongoing Covid Effect

The ongoing Covid situation sees us change our plans on a daily basis. Inconsistency in Government direction is a challenge to us, as an Airport, and for our customers. We are hoping that the changes from the 16th August might bring a modicum of normality to our operation. We are hopeful for a return to a reasonably normal winter schedule, nevertheless, this will be monitored on an ongoing basis.

Performance

It is common knowledge that the aviation industry has suffered greatly during this pandemic. Bournemouth Airport has worked hard to diversify its offering and, in doing so, has managed to survive the past 18 months. Unfortunately, we are not out of the woods yet and we will continue to provide flexible solutions to underpin our financial position.

Where we are now...

Passenger traffic has returned, albeit slowly. Airlines are amending routes and schedules to meet both Covid realities and commercial pressures. In tandem, our partners have reopened in the Terminal but are, obviously, adjusting their opening times and operations to meet the best commercial return on their investment. This has been exacerbated further as both our partners and ourselves are having real difficulties in recruiting new staff. As a result, service provision is not always to a standard we would hope at the moment.

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Airlines

All three commercial airlines have resumed operations. Ryanair have been robust in providing a full list of destinations, although schedules have been reduced. Unfortunately, the new Bergerac route has been delayed (possibly cancelled) for this year. TUI have made a cautious start and are flexible to Government Covid directions. easyJet have opened three new routes, which are proving extremely popular. We are hoping that these continue through the winter.

New beginnings

The Covid pandemic has forced us to review and refresh the Bournemouth Airport operation. From the ashes, the phoenix of Cargo has arisen as a new and, hopefully, permanent opportunity. The Airport has invested in a new cargo hangar and we are upgrading infrastructure and facilities to meet the needs of this business. There is currently a daily cargo flight to China and three flights to JFK. We are hoping that Cargo operations will increase further in the fourth quarter of this year. Final details are being agreed with our new partners.

XLR Private Jet Facility

The XLR private jet facility is going from strength to strength. Covid has, again, provided a re-focus on private aviation and the business is growing.

Airport Business Update

Looking forward to the Air Festival

We are delighted that this year's Air Festival is going ahead. Plans are already in place to support our traditional display teams and we will be hosting the Red Arrows at the Airport, who will fly a display from the Airport every day of the festival. The Airport will set up its usual stand on the seafront and we look forward to welcoming new and existing customers alike.

Summary

Bournemouth has worked hard to maintain its position as a leading regional airport. Testament to this, is the swift return and the number of destinations provided by the airlines. We are hoping that this continues to develop and normality return in 2022. Cargo is a real success story and we are confident that we can develop this opportunity over the coming months. The Covid pandemic has provided a myriad of challenges which we have met head-on. Let's hope, as time moves forward, these will fade into the background and we can continue to provide a valuable service to the town and the region.

Industrial Park

At the start of lockdown in March 2020, there were concerns about how the pandemic, and subsequent protection measures, would affect commercial property. These included the completion of building contracts, business failures and the ability to pay rent, reduced demand for space, lower rents and investment values.

However, airport and business park property has proved remarkably resilient over the past eighteen months.

There has been strong demand for hangarage from MROs, particularly the executive jet sector, as well as from cargo operators supporting the NHS and freight movement generally.

On the business park, demand for storage and distribution sheds has never been stronger, driven by increased online purchasing. The determination of businesses and staff to adapt to the challenges, together with Government support packages, has ensured that the majority have survived, some even thrived.

Going forward, we see demand for airport and industrial space remaining high, but there are concerns about rising prices in the construction sector and potential delays due to shortage of materials.

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Issue 5

Destination	Days of Operation	Current schedule <small>(from 29 March 2021)</small>	Airline
BARBADOS			
Caribbean Fly/Cruise	M T W T F S S	04 & 25 Feb 2022	P&O CRUISES
CYPRUS			
Paphos	M T W T F S S	28 Jul – 03 Nov 2021 02 Mar – 19 Oct 2022	TUI
	M T W T F S S	01 Jun – 30 Oct 2021	RYANAIR
FRANCE			
Bergerac NEW	M T W T F S S	01 Sep – 27 Oct 2021	RYANAIR
GREEK ISLANDS			
Corfu	M T W T F S S	23 Jul – 22 Oct 2021 02 May – 21 Oct 2022	TUI
Crete (Heraklion)	M T W T F S S	01 May – 18 Sep 2022	TUI
Kefalonia	M T W T F S S	03 Aug – 14 Sep 2021 03 May – 13 Sep 2022	TUI
Rhodes	M T W T F S S	24 Jul – 23 Oct 2021 07 May – 29 Oct 2022	TUI
Zante	M ^{††} T W T F S S	01 Aug – 19 Sep 2021 02 May – 19 Sep 2022	TUI
ITALY			
Bergamo (Italian Lakes)	M T W T F S S	21 Sept 2022	NORWEGIAN
IRELAND			
Dublin	M T W T F S S	31 Oct – 24 Mar 2022	RYANAIR
LAPLAND			
Enontekio (Day trip)	M T W T F S S	12 Dec 2021	TUI
Pajala (Day trip)	M T W T F S S	13 Dec 2021	NORWEGIAN
Enontekio	M T W T F S S	06 Feb 2022	TUI
(Finnish Arctic experience)			
Ivalo (Short break)	M T W T F S S	27 Nov 2021 15 Dec 2022	SASNA'S LAPLAND
MALTA			
Malta	M T W T F S S	01 Jul – 28 Oct 2021	RYANAIR

Destination	Days of Operation	Current schedule <small>(from 29 March 2021)</small>	Airline
NORWAY			
Fjords Fly/Cruise (Bergen)	M T W T F S S	26 Feb 2022	HURTIGRUTEN
POLAND			
Krakow	M T W T F S S	Year round from 01 Jun 2021	RYANAIR
PORTUGAL			
Faro	M T W T F S S ^{**}	Year round from 17 May 2021	RYANAIR
SPAIN			
Alicante	M T W T F S S ^{**}	Year round from 04 Jun 2021	RYANAIR
Girona (Barcelona)	M T W T F S S	18 Jun – 30 Oct 2021	RYANAIR
Gran Canaria	M T W T F S S	04 Oct – 25 Apr 2022 03 – 31 Oct 2022	TUI
Ibiza	M T W T F S S	26 May – 22 Sep 2022	TUI
Lanzarote	M T W T F S S ^{**}	Year round from 22 Jul 2021	TUI
Malaga	M T W T F S S ^{**}	Year round from 17 Jun 2021	RYANAIR
Majorca	M T W T F S S ^{**}	01 Jun – 30 Oct 2021	RYANAIR
	M T W T F S S	Daily from 27 Mar 2022	
	M T W T F S S	20 Jul – 24 Oct 2021 02 Apr – 23 Oct 2022	TUI
Menorca	M T W T F S S	01 Sep – 20 Oct 2021 04 May – 19 Oct 2022	TUI
Murcia	M T W T F S S	04 Jun – 29 Oct 2021	RYANAIR
Tenerife	M [†] T W T F S S	Year round from 22 Jun 2021	RYANAIR
	M T W T F S S	Year round from 28 Sep 2021	TUI
TURKEY			
Antalya	M T W T F S S	02 Aug – 20 Sep 2021 02 Apr – 26 Sep 2022	TUI
Dalaman	M T W T F S S	27 May – 24 Oct 2022	TUI
SWITZERLAND			
Geneva	M T W T F S S	10 Dec – 26 Mar 2022	easyJet
UK			
Belfast NEW	M T W T F S S	26 May – 30 Oct 2021	easyJet
Edinburgh NEW	M T W T F S S	27 May – 28 Oct 2021	easyJet
Liverpool NEW	M T W T F S S	10 Jul – 27 Oct 2021	easyJet



Corporate & Social Responsibility

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Noise Complaints

- 09.04.2021 – Ashley Heath – Light aircraft circling at a low altitude waiting to land – Message sent explaining aircraft operating at the correct attitude within the guidelines set by the CAA
- 03.06.2021 – Hamworthy – Jet aircraft circling at a low altitude waiting to join airspace control zone to land - Message sent explaining jet aircraft operating outside Bournemouth airspace and operating at the correct altitude within the guidelines set by the CAA
- 05.06.2021 – Homefield Park Winkton – Low flying light aircraft – Message sent explaining aircraft in a circuit practicing landing and take off, operating at the correct altitude within the guidelines set by the CAA
- 09.06.2021 – Ferndown – Jet aircraft noise - Message sent explaining jet aircraft operating at the correct altitude within the guidelines set by the CAA
- 28.06.2021 – Bearwood – Light aircraft noise - Message sent explaining aircraft operating at the correct altitude within the guidelines set by the CAA

Environment

Wildlife Events

There have been 4 confirmed bird strikes and 1 unconfirmed to date for 2021.

Airfield Habitat Management

Approximately 50 Hectares of airfield grassland cut and removed, grass waste locally recycled for livestock feed. Application of selective herbicide and fertilizer applied to the airfield grassland to control bird attractant and invasive weeds and to promote a strong grass sward to act as a bird deterrent. Grass topping maintenance cut has started and will continue until the end of the growing season.

Obstacle Limitation

Natural England has granted consent to a 5-year coppicing programme to manage willow and scrub growing in the Moors River flood plane, including consent to manage vegetation growing in front of runway and approach lighting.

Community Fund

The Covid-19 pandemic and impact on airport business and interface with BCP has interrupted administration of the Airport Community Fund.

We aim to convene a Community Fund Committee meeting in Q4 of 2021.

We are now accepting applications for grants from the Community Fund.

For more information contact community@bournemouthairport.com

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Airspace Modernisation Strategy

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Background

The airspace and route network in southern England is designed to manage high volumes of climbing and descending traffic, routing to/from a number of airports in close proximity. The structure was originally designed decades ago, slowly evolving and adapting incrementally as traffic levels have grown but is now considered to be capacity constrained.

Consequently, the airspace structure and route network needs to be upgraded. Additional capacity being needed to prevent the increase in flight delays expected over the next 10 years.

In 2017, the Government published the Strategic Case for Airspace Modernisation, which set out the major benefits which could be delivered.

Following a feasibility study, the Government and the CAA have developed a shared objective for airspace modernisation, referred to as the Airspace Modernisation Strategy (AMS).

Participation

- | | |
|------------------|------------------------|
| 1. Heathrow | 9. Southampton |
| 2. Gatwick | 10. Cardiff |
| 3. Stansted | 11. Southend |
| 4. Luton | 12. Bournemouth |
| 5. Birmingham | 13. Farnborough |
| 6. Bristol | 14. Biggin Hill |
| 7. East Midlands | 15. RAF Northolt |
| 8. London City | 16. Manston |



Limitations of Existing Airspace

- ❖ A complex web of intersecting flight paths, resulting in aircraft flying longer routes and less efficient climbs & descents
- ❖ High workload for Air Traffic Control Officers to manage crossing traffic and airborne queues for landing
- ❖ Flights in southern England are forecast to double in the next 20 years
- ❖ Estimated that the impact of future growth could see delays 70 x greater than today; 1:3 flights being over 30mins late

Benefits of Modernisation

Existing technology, based on satellite navigation systems enables:

- ✓ **Additional Capacity:** Closely spaced arrival / departure routes, dedicated to individual airports; improved resilience due poor weather or disruption
- ✓ **Enhanced Efficiency:** Routes with greater precision and flexibility; reducing track miles and improved climb/descent profiles
- ✓ **Impact of noise:** Opportunity to avoid noise-sensitive areas and deploying multiple routes to offer relief

Participation / Non-Participation

Participation

The AMS project provides the participating airports the opportunity to have input into future airspace design and strategy, pertinent to their operations, and being an integral part of the bigger programme, a successful outcome is much more likely

Non-participation would pose a real and significant risk that the Airport's operations would be substantially disadvantaged, making our operations less attractive and less cost effective to current and future operators.

Routes in/out of the Airport would likely be extended and climb/descent profiles less efficient.

Typically, this would result in:

- Departing aircraft delayed on the ground
- Departing aircraft held at lower altitudes for longer periods
- Stepped climbs / descents rather than continuous profile
- Arriving aircraft held at higher levels, for longer periods
- Inbound routes extended to lose height