

# Minutes

<b>Meeting</b>	<b>Bournemouth Airport Consultative Committee</b>		
<b>Held on</b>	Thursday 26 <sup>th</sup> March 2015		
<b>Time</b>	1430 hrs		
<b>Venue</b>	Imperial Room, Departures Building		
<b>Attendees</b>	1.	Cllr WS Rippon-Swaine (Chair)	Hampshire County Council
	2.	Mr P Thorne (Deputy)	Christchurch & District Chamber of Trade & Com
	3.	Cllr WH Dow	New Forest District Council
	4.	Mr JT Hosker	Dorset Federation of Residents' Associations
	5.	Cllr C Lockyer	Bransgore Parish
	6.	Cllr Mrs B Manuel	Deputy – East Dorset District Council
	7.	Miss A Martin	Travel Councillors
	8.	Mr P Matthews	Bournemouth Chamber of Trade & Commerce
	9.	Cllr Mrs M Phipps	Dorset County Council
	10.	Mr B Rickman	New Forest National Park Authority
	11.	Mr C Rixon	Jet2.com
<b>In Attendance</b>	<b>Bournemouth Airport Authority:</b>		
	1.	Mr P Knight	Managing Director
	2.	Mrs C Willoughby-Crisp	Air Traffic & Operations Manager
	3.	Mrs D Mitchell	Environment, Health & Safety Manager
	4.	Mrs S Windsor	External Affairs Consultant
	5.	Ms R Osborn	Secretary
<b>Apologies</b>	1.	Rev C Booth	St Marks West Parley & Airport Chaplain
	2.	Cllr M Brooke	Poole Borough Council
	3.	Mr I du Cros	Jet2.com
	4.	Cllr J Cullen	West Parley Parish Council
	5.	Cllr Mrs S Grove	Verwood Town Council
	6.	Mrs J Hudson	Broadstone Residents' Association
	7.	Mrs A Jeffries	Deputy – Broadstone Residents' Association
	8.	Mr J Krajicek	Christchurch Tourism
	9.	Cllr C Rochester	Bournemouth Borough Council
	10.	Cllr P Russell	Crowhill Res' Association / Burley Parish
	11.	Ms A Warner	Dorset Chamber of Commerce & Industry
	12.	Cllr J Wilson	East Dorset District Council
	13.	Mr C Wilton	Worldspan Travel
<b>Next meeting</b>	Thursday 23 <sup>rd</sup> July 2015, commencing at 1430 hrs in the Imperial Room		

## 1. Minutes of Last Meeting

- 1.1 The minutes of the last meeting, held on 20<sup>th</sup> November 2014, were approved by those present.

## 2. Matters Arising / Actions

- ACTION** Bournemouth Airport to produce a slide for the next meeting showing the number of compliant / non-compliant aircraft. To be covered on the Agenda under "Aircraft Noise Report".

CLOSED

**ACTION** Bournemouth Airport to produce a slide for the next meeting showing the areas where the repeat complainants were generated from. To be covered on the Agenda under "Aircraft Noise Report". **CLOSED**

**ACTION** Bournemouth Airport to investigate and report back at the next meeting on why August 2014 total movements were significantly down on previous years. Update: After investigation, the Airport concluded that there was no apparent reason why this was the case. **CLOSED**

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

3.1 Year to date, passenger numbers stood at 631,000, which was 4.9% less than budgeted. Whilst passenger numbers were below budget, revenue was 4.7% up on budget and costs were 1.7% better than budget. A good performance, despite challenging passenger numbers. APD continued to have a negative effect on UK aviation growth, specifically at regional airports.

3.2 Looking forward to the 2015 / 16 financial year, the Airport reported its passenger target at 811,000, which represented a 28% growth on the previous year. This was envisaged to be made up as follows:

Airlines:	Services:
→ Flybe 266,000	→ Domestic 126,000
→ Ryanair 330,000	→ International Scheduled 498,000
→ Thompson 182,000	→ Charter 187,000
→ EasyJet 22,000	
→ Others 11,000	

3.3 Flybe were shortly to commence based operations from Bournemouth, utilising two super-quiet Bombardier Dash 8 aircraft. The routes were to be as follows:

<b>Glasgow</b> commencing 30 <sup>th</sup> March	Double Daily
<b>Manchester</b> commencing 18 <sup>th</sup> May	Double Daily
<b>Jersey</b> commencing 18 <sup>th</sup> May	8 x Weekly
<b>Dublin</b> commencing 18 <sup>th</sup> May	4 x Weekly
<b>Deauville</b> (Normandy) commencing 18 <sup>th</sup> May	4 x Weekly
<b>Paris</b> commencing 18 <sup>th</sup> May	4 x Weekly
<b>Toulon</b> (South of France) commencing 19 <sup>th</sup> May	4 x Weekly
<b>Biarritz</b> commencing 23 <sup>rd</sup> May	1 x Weekly
<b>Amsterdam</b> commencing 19 <sup>th</sup> May	4 x Weekly

As such, Bournemouth Airport would have access to the following hub airports:

* Aberdeen	* Amsterdam – Direct
* Benbecula	* Belfast
* Biarritz – Direct	* Barra
* Paris – Direct	* Deauville – Direct
* Dublin – Direct	* Edinburgh
* Guernsey	* Glasgow – Direct
* Geneva	* Inverness
* Isle of Man	* Jersey – Direct
* Kirkwall	* Sumburgh
* Lyon	* Madrid
* Manchester – Direct	* Munich
* Nice	* Stornaway
* Toulon Cote d'azur – Direct	* Vienna
* Zurich	

- 3.4 The Airport advised on the summer 2015 routes: Ryanair - Murcia, Palma, Girona, Faro, Alicante, Malaga, Tenerife, Malta, Las Palmas and; Thomson – Mahon, Dalaman, Palma, Tenerife, Ibiza, Paphos, Antalya, Corfu, Rhodes, Lanzarote.
- 3.5 The Thomson Dreamliner 787 departed BOH for Barbados last week to take passenger to meet a cruise ship. The aircraft proved very popular and it was hoped for more cruise flights this year.
- 3.6 A Member advised that when booking with Thomson for June, the APD for the children had been refunded. Children under 12 now do not have to pay APD.

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

- 4.1 On the evening of the 26<sup>th</sup> February 2015, Bournemouth held its bi-annual major Exercise. The Exercise simulated an aircraft crash involving a Boeing 737/300 with 111 passengers and 5 crew. All casualties and crew were played by live players from local casualty unions and other volunteers. The BOH Crisis Management Team played an active part in the exercise and established the basis for the Business Continuity Team to return the Airport to operational use. The Exercise ran for 3 hours and was deemed as successful, albeit a number of procedural amendments identified. These were discussed at the full Exercise Debrief on the 25<sup>th</sup> March and will be incorporated into the Emergency Plan. The CAA Senior Inspector for BOH attended the Exercise and stated that it was very well organised and run to reflect the likely challenges of an aircraft accident at BOH.
- 4.2 Since the last Committee meeting, the following incidents had occurred at Bournemouth Airport:

##### Aircraft Accidents 1

- 1) 2 December 2014 – Diamond Twinstar starboard gear collapsed on landing causing damage to the underside of the starboard wing as well as to the starboard prop.

##### Aircraft Ground Incidents 4

- 1) 29 November 2014 - Called by ATC to a DA42 with a puncture. Crews assisted with airbags and trolley to tow a/c off the runway.
- 2) 6 December 2014 - P31 with burst tyre on landing.
- 3) 23 Jan 2015 - PA46 lost control on landing leaving the runway onto the grass just short of the junction to Taxi way Delta, before re-entering the runway where the nose wheel collapsed.
- 4) 22 February 2015 - Robin a/c at the Flying Club for an engine fire on start up. Fire out upon arrival.

##### Full Emergencies 0

Local Stand-by 14

Weather Stand-by 16

First Aid 10

Off Airport Responses 0

#### 5. **Airport Activity**

- 5.1 Passenger numbers were shown, by month, for 2013, 2014 and 2015 to date. January and February 2015 numbers were similar to the previous year, due to the Ryanair impact. Commercial aircraft movements for January and February were slightly less than 2014, however, non-commercial (General Aviation etc) movements were better, possibly due to the reasonable weather experienced in the first couple of months of this year. Cargo and GA remained good performance business areas. Total aircraft movements were up on last year, but down on 2013.

## 6. Aircraft Noise Report

- 6.1 For the period March 2014 to the end of February 2015, there had been 95 complaints from 74 complainants (not including repeat complainants). Of the 95 complaints, 90 aircraft were found to be compliant and 5 non-compliant. The non-compliant were private jets and the operators had been contacted.
- 6.2 For the same period, there had been 238 complaints from 4 repeat complainants, broken down as follows:
- \* 102 complaints from 2 people from Broadstone
  - \* 134 complaints from 1 person from Merley
  - \* 2 complaints from 1 person in Ferndown
- 6.3 The complaints (not including repeat complainants) were split into Light Aircraft (18), Mail (19), Commercial (25), Helicopters (7 – general training aircraft, not the Police Helicopter operation), Engine Runs (3) and Other, for example executive operations and complaints of a general nature (23). Note that these complaints spanned the period of a year. Complaint areas were shown, including Burley at 23, Bournemouth at 19, 8 from Poole and 8 from Wimborne.
- 6.4 When analysed into time of day, there were 63 complaints about night operations and 32 complaints concerning day. Again, these figures were for a 12 month period.
- 6.5 For the month of February, there had been 3 complaints from 1 complainant in Bearwood (not a repeat complainant) concerning the Chinook helicopter operation.

## 7. Planning & Policy

- 7.1 National Policy: As previously reported, the Transport Select Committee gathered evidence regarding regional airports, including a response from MAG. The report had now been issued and was available to view at:  
<http://www.publications.parliament.uk/pa/cm201415/cmselect/cmtran/713/71303.htm>
- 7.2 The report concluded that there was no case for State intervention for keeping smaller airports open. It urged Ministers to revise APD so it did not penalise smaller airports, particularly regarding the “double-hit” that domestic routes suffered. It also urged the further exploration of how Public Service Obligations could be used to sustain routes out of smaller airports and urged the Airports’ Commission to reflect on the role of smaller airports in its final report.
- 7.3 National Policy: The Highways Agency Route Based Strategies / Route Investment Strategy announced funding for the widening of the A31 at Ringwood to three lanes “*providing more capacity for local traffic using the road to cross the Avon, plus adjustments to the local road network to allow for improvements for pedestrians in Ringwood*”. Highways England had ring-fenced funding to deliver this in the 2015 – 2020 spending period. No other investments had been allocated in this period for the A31.
- 7.4 Local Highway Works: As previously reported, the package of Airport access improvement works was now being progressed through Growth Deal. The Airport was Chairing the LEP Airport Growth Board, which over-saw the implementation of the Growth Deal schemes.

The Airport had attended the Stakeholder Group for A338 reconstruction, the programme for which consisted of some trial work between April and May that will result in traffic management on the A338. The full construction phase would commence on the 6<sup>th</sup> September and last through to May 2016. There will be a single carriageway contraflow between Blackwater and Ringwood during the works.

This issue was discussed. A Member advised that he had been briefed that there would be no other road works around the A338 area for the period of the works and there would be a 40 mph speed limit imposed on the A338, so delays were to be expected. Members were concerned that this needed to be managed as the other routes in the area would become gridlocked if a delay on the A338 was displayed and the journey to the Airport will take longer. The Airport advised that they had already put notification of the works on their website and they would update regularly. The only positive note was that the works were not taking place during the peak summer months but, as Flybe would be in full operation, there was likely to be a fair flow of traffic. The Airport was asked what the possibility of opening the access for traffic via the Chapel Gate entrance but they advised that this was strictly controlled and regulated by the DfT and so could only be operated when the Rivergate bridge was flooded.

- 7.5 Other Local Issues: The Airport entrance works (replacing lamp-posts and ensuring adequate 'root' protection) were nearing completion. It would take two weeks work to replace the lighting columns and undertake other ancillary works. The Airport was working with DCC to minimise disruption.

The Navitus Bay inquiry closed on the 11th March. The Panel will issue its report to the Secretary of State on or before the 11th June and the Secretary of State will issue a decision on or before the 11th September.

Eco Solutions: The Airport hosted meeting of the Stakeholder Group in January. DCC were currently considering an application for further alterations to / intensification of permitted scheme for new processes including the widening of the access road and bridleway realignment. This was due to go before Committee on the 12th March, however, a Member advised that it had not been presented and was now expected at a future date.

A Member advised that a TRO (Traffic Regulation Order) was to be put to the County Council making the area adjacent to the gravel extraction works a "no loading or unloading area". The Member would keep the Airport updated.

- 7.6 Aviation Park West: The construction of the first phase AIM development had been delayed due to the presence of snakes. Capture of the snakes was to resume in the spring. The Application for renewal of Outline Consent for the 42k sq m Business Park redevelopment scheme was to go to Committee on the 9<sup>th</sup> April, as the original consent had lapsed. Planning Application was being prepared to develop a further site outside the 42k sq m scheme on the NW Business Park for a 14.8k sq m hi-tech manufacturing user.
- 7.7 Members asked about the Sewage Treatment Works capacity and the Airport advised that, dependent upon development, it could serve the site until 2022. Parkfield School were to present a Transport Plan to the Airport, which the Airport could then consider. Members stated that it was likely that this would have a huge impact on the roads in the area, if the school generated a high volume of cars. The Airport confirmed that the access road belonged to the Airport, however, it had public access rights.
- 7.8 The Airport was asked about the ex-City Link building and it advised that there was no action on it at the moment.

## 8. Community Fund

- 8.1 The Airport advised that it was likely that the Community Fund Management Committee would change in May.

There was £19K available for award. Three applications had been received so far.

9. **Any Other Business**

- 9.1 A Member asked about the National Police Air Service (NPAS – Police helicopter) and the Airport advised that, following a nationwide review, the Bournemouth helicopter will remain.

Chairman ..... Date ..... 2015