

Minutes

Meeting	Bournemouth Airport Consultative Committee		
Held on	Thursday 20 th November 2014		
Time	1430 hrs		
Venue	New Imperial Room, Departures Building		
Attendees	1.	Cllr WS Rippon-Swaine (Chair)	Hampshire County Council
	2.	Mr P Thorne (Deputy)	Christchurch & District Chamber of Trade & Com
	3.	Cllr C Bath	Christchurch Borough Council
	4.	Cllr P Russell	Crowhill Res' Association / Burley Parish
	5.	Cllr J Wilson	East Dorset District Council
	6.	Cllr WH Dow	New Forest District Council
	7.	Cllr Mrs J Jones	Hurn Parish Council
	8.	Cllr J Cullen	West Parley Parish Council
	9.	Cllr C Lockyer	Bransgore Parish
	10.	Mr P Matthews	Bournemouth Chamber of Trade & Commerce
	11.	Ms J Richards	Bransgore & District Residents' Association
	12.	Mr T Cordery	Ferndown Town Council
	13.	Cllr Mrs S Grove	Verwood Town Council
	14.	Ms A Warner	Dorset Chamber of Commerce & Industry
	15.	Mrs J Hudson	Broadstone Residents' Association
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.	Cllr M Brooke	Poole Borough Council
	3.	Cllr D Brown	Poole Borough Council
	4.	Mr JT Hosker	Dorset Federation of Residents' Associations
	5.	Cllr Mrs M Phipps	Dorset County Council
	6.	Mr B Rickman	New Forest National Park Authority
	7.	Mr O Crosthwaite-Eyre	New Forest National Park Authority
Next meeting	Thursday 26 th March 2015, commencing at 1430 hrs in the Imperial Room		

1. Minutes of Last Meeting

- 1.1 The minutes of the last meeting, held on 24th July, were approved by those present.

2. Matters Arising / Actions

- 2.1 There were none.

3. Managing Director's Report

- 3.1 Passenger numbers year-to-date stood at 550,000, which was 2.4% less than budgeted. Whilst passenger numbers were below budget, revenue was 4.4% up on budget and costs were 2% better than budget. Car park income was good, as the new system had cut down on fraud. Despite challenging passenger numbers, this remained a good performance.

However, there were challenges to be faced, with Aer Lingus ceasing their operations from October, the Ryanair winter programme reduced and a potential Ryanair reduced summer 2015 programme. On the positive side, a company called Air X had based two executive B737 aircraft at Bournemouth.

- 3.2 This year's passenger number target (from 1st April 2014 to 31st March 2015) was now 650,000, down from the original plan of 690,000.

Winter operations were as follows:

Ryanair Non-Based: Malaga (Wednesdays and Sundays), Tenerife (Thursdays), Alicante (Thursdays and Sundays);

Thomson Based: Gran Canaria (Mondays), Tenerife (Tuesdays), Pathos (Wednesdays in November, then a break and then March on Wednesdays), Sharm el Sheikh (Thursdays), Tenerife (Fridays), day trips to Lapland etc in November and December, Lanzarote (Sundays).

easyJet (from 13th December):

* Geneva x Mondays, Thursday, Fridays, Saturdays (x 2) & Sundays

- 3.3 As reported in the recent local press, Flybe would commence based operations from Bournemouth from March 2015, utilising two based super-quiet Bombardier Dash 8 aircraft (78-seater). A Flybe brochure on the aircraft was distributed, which would be produced and branded as the Bournemouth operation by Flybe in due course. The Airport's total projected passenger numbers for the financial year 2015 / 16 stood at 850,000, which included the Flybe projected numbers. Flights would be as follows:

Bournemouth - Manchester	Double Daily	0700 hrs	0935 hrs return
		2000hrs	2235 hrs return

Glasgow – Bournemouth	Double Daily	inbound 0835 hrs	0915 hrs outbound
		1720 hrs	2100 hrs outbound

Amsterdam 4 x Weekly

Paris 4 x Weekly

Jersey 8 x Weekly

Dublin 4 x Weekly

Deauville (Normandy) 4 x Weekly

Toulon (South of France) 4 x Weekly

Biarritz 1 x Weekly

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

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

- 3.4 The re-introduction of Flybe to Bournemouth would have significant inbound business and tourism opportunities, as well as short break destinations. Flybe operated a “hub” system, so a passenger could book travel to, for example Munich, at a travel agents and fly from Bournemouth to Paris (CDG), transfer onto another aircraft (the baggage will be transferred for them by Flybe) and then go onward to Munich. Similarly, booking a flight to Australia was possible, with the same system for onward travel, however, significant saving could be made by flying short haul to a European airport and then onward, as the Air Passenger Duty would only be a short haul UK rate, instead of the excessive long haul rates from the UK, as the UK had the highest charge compared to the rest of Europe. There were opportunities for big savings for international travel when booking from Bournemouth, as well as potential shorter journey times for locals.
- 3.5 The new business had been gained through a huge amount of time and effort from the MAG Commercial Team in Manchester. Along with Commercial putting together a great MAG deal for Flybe, the Airport did it’s part in reducing it’s cost base to allow such a deal to be feasible, as well as offering high quality, efficient facilities.
- 3.6 It was no secret that Bournemouth Airport had struggled. Regional airports had suffered and some had closed completely. The opportunity Flybe provided was felt to be the best chance for Bournemouth. Use it or loose it.
- 3.7 The Airport was working closely with local stakeholders, such as the University, the language schools and Bournemouth Football Club. This time, it had a marketing budget to get the message out and it would strive to make the best use of it.
- 3.8 Customer service was of paramount importance to the success of Flybe at Bournemouth and the Airport was examining it’s service levels to ensure that it provided the best. Members were advised that the £1 charge for a clear plastic bag (for taking items through Security) would be dropped, with bags to be given out free to any passenger requiring one. Also, a high analysis of the £2.50 parking charge was to be undertaken. The Flybe service had given the Airport opportunity to now consider this type of service provision, where in the past the Airport had to make the charges in order to help finances and remain in operation.
- 3.9 Members congratulated the Airport on the Flybe news. The Airport thanked Members.
- 3.10 A Member enquired as to why there was not a Bournemouth Facebook page. The Airport replied that there had been such a page a few years ago when the Airport had a Commercial Team onsite. However, when the Team was moved to Manchester, the service was not continued. This will be reinstated and operated locally from Bournemouth.
- 3.11 Members asked whether leaflets would be produced promoting the service and, if so, could they have a supply to put in their newsletters for local distribution. The Airport thanked Members and said this would be very helpful in getting the message out. There would be A5 leaflets produced shortly and Members would be advised when they were ready.
- 3.12 A Member asked whether there was the chance of a hotel being built onsite. The Airport replied that this had been explored before but, when talking to operators, they wanted a road fronted location. However, if the Airport were to attract the number of passengers required, then there may be an interest from the likes of Travel Lodge, Holiday Inn etc. The Airport was asked whether there was anywhere on the Airport site that a hotel could be located and the Airport replied that a site could always be found.

- 3.13 Members stated that the greatest advantage of flying from Southampton was the railway. The Airport advised that the percentage of passengers who travelled to Southampton by rail was inconsequential. Also, Bournemouth was looking at infrastructure improvements funding with the Dorset LEP. The Airport agreed with Members that Bournemouth's weather record was better than that of Southampton and due to Bournemouth having category 3 lighting, aircraft could land in poor visibility conditions that they would not be able to at Southampton.

4. Aviation Related Matters

- 4.1 Since the last Committee meeting, the following incidents have occurred at Bournemouth Airport:

Aircraft Accidents 0

Aircraft Ground Incidents 4

- 1) 25 July - Diamond Twinstar burst port tyre upon landing.
- 2) 27 November - On landing the pilot of a Cherokee aircraft thought he sustained a burst tyre.
- 3) 6 November - Falcon 20 burst both port side tyres on landing.
- 4) 12 November - Report of fire in the cockpit of Ryanair 737-800 on stand 4. Smoke in cockpit and evacuation of aircraft. A small fire had been caused in the cockpit by a faulty filament in the window heating system. The fire was extinguished by isolation.

Full Emergencies 14

Local Stand-bys 15

Weather Stand-by 18

First Aid 18

Off Airport Responses 0

5. Aircraft Noise Report

- 5.1 For the period November 2013 to the end of October 2014, there had been:
 * 89 complaints from 71 complainants (not including repeat complainants)
 and
 * 237 complaints from 6 repeat complainers

The complaints (non-repeat) were split into Light aircraft (19), Mail (19), Commercial (25), Helicopters (3 – general training aircraft, not the Police Helicopter operation), Engine runs (4) and Other, for example executive operations and complaints of a general nature (19). Note that these complaints spanned the period of a year. Complaint areas were shown, including Burley at 24, Bournemouth at 11 and 7 from Poole. It was noted that there were no complaints from the Christchurch area.

When analysed into time of day, there were 32 complaints about night operations and 57 concerning day. Again, these figures were for a 12 month period. The Airport confirmed that it investigated all complaints and when an aircraft was found to be non-compliant, it contacted the airline.

- 5.2 For the month of October, there had been:
 * 6 complaints from 6 complainants (not including repeat complainants).

ACTION Bournemouth Airport to produce a slide for the next meeting showing the number of compliant / non-compliant aircraft.

ACTION Bournemouth Airport to produce a slide for the next meeting showing the areas where the repeat complainants were generated from.

5.3 The Airport thanked Members for taking the time to read through the Noise Action Plan Review and for providing some very interesting and useful comments. Following consultation on the comments received, the Airport had made the following additional commitments in the review of the Noise Action Plan:

- * Assess the benefit of including details of noise sensitive areas in the Aeronautical Information Publication;
- * A review of NPRs to ensure that routes had the desired effects in terms of reduced disturbance, whilst maintaining safe operations;
- * A review of the potential of altering the self-positioning procedures at night, and the possibility of raising these from 2,000ft to 2,500ft;
- * The review had now been sent to DEFRA for submission to the Secretary of State.

6. Airport Activity

- 6.1 Passenger numbers were shown, by month, for 2012, 2013 and 2014 to date. Numbers were similar up until October, then were expected to dramatically decrease during the quieter winter months starting from November.
- 6.2 The aircraft movement type comparison for 2013 and 2014 were shown. Non-commercial movements for 2014 were noticeably down on 2013, whilst commercial remained in line. Total movement comparison was shown, comparing 2012, 2013 and 2014, which showed a decrease in movements for each month of 2014, compared to the two previous years, due, perhaps to flying becoming more expensive for private pilots and that the Airport did not have as many smaller General Aviation aircraft as in previous years.

ACTION Bournemouth Airport to investigate and report back at the next meeting on why august 2014 total movements were significantly down on previous years.

7. Customer Surveys

- 7.1 Most passengers arrived at the Airport between 1½ and 2 hours before their flight, with the next arriving in excess of 2 hours. Their reason for travel was, again, predominantly leisure, with just a small percentage citing business as their reason. It was pleasing to note that most people were regular passengers, with the majority questioned making 1 to 2 trips in the last 12 months and the next highest category taking 3 to 5 trips during the same period. Most passengers originated from the UK, with just over 10% originating from elsewhere. Age-wise, the majority of passengers fell into the 45-54 category, with the next highest number of travellers in the 55-64 and 65 and over categories (joint score). As expected, most passengers arrived at the Airport in their own private car (over 50%), with the next highest questioned being dropped off by friends / family (approximately 15%). The bus service was growing steadily and the Airport was working closely with Yellow Buses. As Members knew, the Airport funded the bus service, however, if bus passenger usage increased, it may be to a level whereby the Airport could consider another service via West Parley.
- 7.2 The Airport's ASQ (Airport Service Quality) score stood at 4 from the last independent survey carried out, ranking the Airport in 9th place in the category. The Airport pointed out that standard were not dropping, the other Airports were getting better as Bournemouth had consistently scored 4 but had slipped down the rankings.

8. Planning & Policy

- 8.1 National Policy: The Airports Commission continued to gather evidence and issue discussion papers and consultation documents including the 'Utilisation of UK's existing Airport capacity' which stated,
"Regional Airports...remain critical to the Commission's analysis; it is clear that in the future these airports will play a crucial national role, especially at a time when the major London airports are operating very close to capacity."
The Commission had recently published further consultation on their three shortlisted options.

The MAG response centred on suggesting making the best use of existing capacity should be a primary consideration in the Commission's thinking. They adopted a 'one size fits all' approach by suggesting that the issues faced by all regional airports were the same – there should be primary and secondary role definition. Airport competition is Europe-wide (especially in the Low Cost market), so Air Passenger Duty put UK regional airports at a competitive disadvantage.
- 8.2 National Policy: Highways Agency Route Based Strategies evidence reports were published in the Spring and have generally been well received, including a letter of support from the Dorset Local Enterprise Partnership Chair (Gordon Page). They were now working on options appraisal reports. The Route Strategy was due for publication in Spring 2015. Funding for schemes had not yet been identified. The A31 Aneysford to Merley dualling feasibility study was to be undertaken separately to the Route Based Strategy. This scheme was a priority in the Strategic Economic Plan so there had been general surprise that this scheme was not going to be included in the Route Strategy. Timescale was uncertain but likely to be beyond 2021.
- 8.3 Local Policy: Christchurch Borough Council / East Dorset District Council Local Plan was adopted by Authorities in April 2014. MAG was now working closely with Christchurch Borough Council to move forward with drawing up a Local Development Order to apply to Business Parks. In conjunction with, and informing the above, the Master Plan for the Airport site as a whole will be progressed.
- 8.4 Local Highway Works: This mainly centered around access to the Airport and to the Port of Poole. The package of Airport Access Improvement Works was now being progressed through the Growth Deal Funding (£23.9m secured for first year of Local Growth Deal, with a further indicative £42.4m award for 2016/17 onwards). The LEP was progressing an Implementation Plan for 2015/16. The first phase included a re-build of the A338 between Ringwood and Blackwater, Hurn roundabout and Chapelgate roundabout. The second phase included Blackwater capacity improvements, the link between business parks and the A338 capacity between Blackwater and Cooper Dean.
- 8.5 Also on the list was a link road between the Airport's two business parks, which would unlock the potential for significant development. A Member stated that linking the two industrial estates was sensible, as there were many businesses with vehicles and heavy machinery and it would cut down the amount of traffic passing through Matchams Lane and Hurn. The Airport agreed that this would have a positive effect for businesses on the Airport. They were in discussion with MAG Property, Natural England and the Local Authorities to find a solution that had the least impact on protected habitats. Everything was being explored. An access road would have a positive effect on Hurn Village, as everyone currently had to go through it when travelling to and from businesses on the north-east business park. A Member asked whether there was also the possibility of the bus offering a service over on the other side and the Airport confirmed this, as and when the critical mass of employees made a service commercially viable.
- 8.6 A Member asked whether this meant that the Hurn roundabout scheme was back on. The Airport replied that the previous Planning Application had been withdrawn, so it would still have to be approved through the Planning process. It would be interesting to see whether it would be the same scheme.

- 8.7 Other Local Issues:
- * The entrance works had the wrong lamp-posts – wrong paint finish and no ‘root’ protection – being pursued with Dorset County Council and their lighting contractor;
 - * Solar farm extension applications – Airport had objections based on no assessment of impact on aviation safety;
 - * Navitus Bay – statement of common ground agreed regarding effects on air navigation and generation of bird attractant.
- 8.8 A member suggested that the extension of Eco’s operations would create a significant amount of heavy traffic and the Airport was asked whether this could be segregated, i.e. split the heavy vehicles from the cars. The Airport replied that Eco currently use Chapel Lane as access, so this may be possible.
- 8.9 Aviation Park West:
- * Construction of the first phase of the Aim development had been delayed by the presence of smooth snakes and could not resume until the spring;
 - * Close to securing a deal to develop further site outside the 42k sq m scheme, for a 14.8k sq m hi-tech manufacturing user, generating approximately 550 local jobs. A Member asked whether the company in question was connected to the Airfield, i.e. whether it was aviation-based. The Airport replied that it was not specifically, i.e. would not need to use the Airport operationally. There were already a cluster of aviation-based manufacturing businesses creating a “centre of excellence” which other businesses were attracted to joining. This would benefit the local skills base;
 - * NPAS operation and hangar;
 - * Positive discussions for four further development plots.

9. **Community Fund / Community Relations**

- 9.1 The next Community Fund meeting would be held mid-May. The Airport confirmed that the boundary for applications was within the Borough of Christchurch, with the majority of the application having to benefit the Borough. £10K was put in the fund each year, linked to passenger numbers, up to a maximum of £30K. At the present time, there was £12K in the fund. There was no maximum donation and the money was for specific capital projects, e.g. a piece of equipment. With regard to payment, the Airport would settle the invoice direct with the supplier. Information was on the Bournemouth Airport website under “About Us”.
- 9.2 The Schools Work Experience programme was very successful at the Airport, with places for next summer already being filled by September 2014. Students were urged to get their applications in early.

10. **Any Other Business**

- 10.1 There was none.

Chairman Date 2014