

Minutes

Meeting	Bournemouth Airport Consultative Committee		
Held on	Thursday 12 th November 2015		
Time	1430 hrs		
Venue	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 T Cordery	Ferndown Town Council
	4.	Mr I Du Cros	Jet2.com
	5.	Cllr J Cullen	West Parley Parish Council
	6.	Cllr WH Dow	New Forest District Council
	7.	Cllr Mrs S Grove	Verwood Town Council
	8.	Mr JT Hosker	Dorset Federation of Residents' Associations
	9.	Mr J Krajcek	Christchurch Tourism
	10.	Ms J Lennox-Moores	Deputy - Dorset Chamber of Commerce & Industry
	11.	Cllr Mrs B Manuel	Deputy – East Dorset District Council
	12.	Miss A Martin	Travel Councillors
	13.	Cllr Ms R Mills	Bransgore Parish
	14.	Cllr Mrs M Phipps	Dorset County Council
	15.	Ms J Richards	Bransgore & District Residents' Association
	16.	Mr B Rickman	New Forest National Park Authority
	17.	Cllr C Rochester	Bournemouth Borough Council
	18.	Mr L Walford	Deputy - Cobham Aviation Services Ltd
In Attendance	Bournemouth Airport Authority:		
	1.	Mr P Knight	Managing Director
	2.	Mrs C Willoughby-Crisp	Air Traffic & Operations Manager
	3.	Mrs D Mitchell	Environment, Health & Safety Manager
	4.	Mr A Murray	MAG Principal Planner
	5.	Mr M Twomey	Head of Technical Services
	6.	Mrs S Windsor	External Affairs Consultant
	7.	Ms R Osborn	Secretary
Apologies	1.	Rev C Booth	St Mark's Ferndown & Airport Chaplain
	2.	Mrs J Hudson	Broadstone Residents' Association
	3.	Cllr M Iyengar	Poole Borough Council
	4.	Mr P Matthews	Bournemouth Chamber of Trade & Commerce
	5.	Mr P Russell	Crowhill Residents' Association & Burley Parish
	6.	Ms A Warner	Dorset Chamber of Commerce & Industry
	7.	Cllr J Wilson	East Dorset District Council
Next meeting	Thursday 31 st March 2016, commencing at 1430 hrs in the Imperial Room		

1. Minutes of Last Meeting

1.1 The minutes of the last meeting, held on 23rd July 2015, were approved by those present.

2. Matters Arising / Actions

ACTION Airport to produce a slide at next meeting showing movements per noise complaint.

CLOSED

ACTION	The Airport to produce a Football traffic slide for the next meeting, to update Members on progress / benefits of this new business.	CLOSED
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3. Managing Director's Report

- 3.1 A business update was given for the year to date. Passenger numbers stood at 575,000 (3.8% better than budget) and both revenue and costs were better than budget.
- 3.2 All Flybe flights had operated as planned, with Dublin, Paris, Amsterdam, Toulon and Biarritz ahead of budget, Manchester, Glasgow and Jersey behind budget and Deauville withdrawn. Flybe had launched their programme for Winter, operating Dublin, Paris, Amsterdam, Manchester, Glasgow and Jersey.
- 3.3 On the 12th September, Royal Mail announced that all mail and newspaper operations will cease from BOH as of 13th December 2015. This will result in a significant reduction in night operations, leading to reduced night staffing, as well as a significant impact on revenue. Some difficult decisions had to be made and, unfortunately, there had been seven redundancies in the Fire Service (six achieved voluntarily) and three in ATC (one achieved voluntarily). Added to this was a reduction in Security personnel, achieved through non-recruitment of vacant posts. Scheduled aircraft will continue to operate up to 0145 hours on some days during the week but there will be very limited movements after this time. Standard opening hours remain 0630 to 2130 hrs.
- 3.4 On the 10th November, Flybe announced that the Flybe Bournemouth (BOH) base will cease operations on the 27th March 2016. The Flybe statement was read out for Members, followed by the BOH statement. It had been estimated that the reduction in passengers for 2016 would be 150,000, with revised passenger numbers for 2016 projected at 600,000. Flybe's Glasgow and Jersey routes will cease as from 5th January 2016.
- 3.5 The Royal Mail and Flybe base closure was a real setback to BOH's growth plans, however, the Commercial Team were in ongoing talks with a number of airlines to replace lost routes and drive required growth forward. On the positive side, Ryanair and Thomson delivered aircraft load factors of more than 90% over the Summer season. In addition, General Aviation (GA) remained strong at 5% above budget for the year to date.
- 3.6 A Member asked whether the Airport would still accept diversions. The Airport replied that the provision was there, although outside of the core costs. It confirmed that the "based" commercial aircraft were Thomson, Ryanair and easyJet. A Member stated that the 0145 hrs closure time was very specific and the Airport replied that this allowed for the running of three Fire Service shifts and, although most commercial aircraft were back about 2330 hrs, there were a few that were slightly later on a few days of the week. The 0145 hrs was to give a buffer for those flights, after looking at how those flights had performed historically. At the moment, the most busiest time was between 2200 and 2300 hrs due to the departures of the mail flights but these will cease and so there will be fewer movements within this timeframe. The new night time flight timing would start on the 13th December, following the withdrawal of the Royal Mail flights on the 12th.
- 3.7 The Airport was asked whether the process for extending beyond 2130 hrs would remain the same and it confirmed that it would.
- 3.8 The Airport advised that Flybe would be pulling back some of its operations from the 5th January, i.e. ceasing the Glasgow route which would have an impact on Paris and Jersey.

- 3.9 A Member stated that a local taxi company had been close to finalising a six-figure contract with Flybe to transport their pilots around, so the withdrawal news was very disappointing. It would also affect other firms in Bournemouth, who would have to get their staff to Southampton for flights. The Airport agreed and expressed disappointment. It stated that the news had come out of the blue as the majority of routes were performing well and the Airport had put across its ideas to Flybe on how to tweak the timings of the other routes, although its suggestions had not been adopted. A Member stated that Flybe seemed to have been playing Southampton Airport off against Bournemouth Airport to gain a better deal at Southampton. Additionally, Flybe was withdrawing its jet fleet from Southampton, which was bad news for the area, as a number of summer destinations were to be cut and people would have to fly from Gatwick.
- 3.10 A Member stated that the coverage on Radio Solent was disappointing, with people ringing in complaining about the £2.50, some stating that they would rather go to Southampton. Another Member supported the £2.50 charge and added that it was their decision to drive further to Southampton, rather than pay the £2.50.

4. Aviation Related Matters

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

	No	Details
Aircraft Accidents	0	
Aircraft Ground Incidents	2	* Diamond Twin Star burst tyre on runway * Cherokee with smoke in the cockpit
Full Emergencies	10	
Local Standby	11	
Weather Standby	9	
First Aid	25	
Off-Airport Road Traffic Accidents	0	

5. Airport Activity

- 5.1 The passenger number comparison was shown for 2013, 2014 and 2015 to date. For the first quarter of the Financial Year, passengers were down on 2014 and, although slightly down in May compared to last year, Flybe did not start full operations until mid-month hence a more healthy picture in June, with passenger numbers showing signs of improvement against the two previous years. The months of July, August, September and October all showed improved passenger numbers compared to the previous two years.
- 5.2 This year's aircraft traffic movement were compared to the previous year. January to April showed Commercial movements slightly down on the previous year, however, May onwards showed an improvement, due to the start of the Flybe service. Non-Commercial movements were mixed, with some months showing an increase and some a decrease on the same month the previous year. There was no particular reason for this.
- 5.2 Total aircraft movement comparison was shown for 2013, 2014 and 2015 year to date. 2013 had been a strong year and it was only during the last month that movements had slightly exceeded both 2013 and 2014.
- 5.3 Referring to the recent ASQ (Airport Service Quality) survey scores, the Airport reported that the majority of passengers arrived at the Airport 1½ - 2 hours before their flight, with a high proportion arriving more than 2 hours prior to their flight, with leisure being their reason for travel. However, 14% were identified as business passengers flying on the Flybe routes, as opposed to 1 – 2% in the previous periods. Country or residence was predominantly UK.

This time a gender question had been included in this independent survey and it was found that more women than men travel through the Airport. In the last quarter's results, the age group 45 to 54 made the most flights, although this was the age range 55 to 64 in the previous quarter. In the last twelve months, the majority of passengers had made 1 or 2 trips, with the next highest scoring category making 3 to 5 trips. The vast majority of passengers arrived at the Airport by private car, although there had been a slight decline in statistics for this mode of travel, balanced out by bus usage slightly up. Rental car use was also slightly up and taxis pretty consistent.

- 5.4 In terms of ASQ ranking, BOH had jumped 4 places and were now in the top 6 airports in Europe out of 26 airports.

6. Aircraft Noise Report

- 6.1 For the period November 2014 to the end of October 2015, there had been 83 complaints from 76 complainants (not including repeat complainants). Of the 83 complaints, 80 aircraft were found to be compliant and 3 non-compliant (the same 3 as reported previously). The non-compliant were two private jets and the operators had been contacted. The number of complaints had halved compared to the previous year.
- 6.2 For the same period, there had been 151 complaints from 4 repeat complainants, broken down as follows:
- * 118 complaints from 1 person in Merley
 - * 32 complaints from 2 people from Broadstone
 - * 1 complaints from 1 person in Ferndown
- 6.3 The total aircraft movements per complaint were shown for the period April to October 2015 (inclusive). BOH's target was 130 movements per complaints and the chart showed October at over 600 movements per complaint, September at 200, August at just over 200, July and June both at 175, May at just over 400 and April at 175.
- 6.4 The complaints (not including repeat complainants) were split into Light Aircraft (10), Mail (13), Commercial (11), Helicopters (24 – general training aircraft, not the Police Helicopter operation), Engine Runs (1) and Other, for example executive operations and complaints of a general nature (27). Note that these complaints spanned the period of a year. Complaint areas were shown, including Bournemouth at 16, Bearwood at 10, Ferndown at 10, Burley at 9, Christchurch at 8 and Poole at 7.
- 6.5 When analysed into time of day, there were 65 complaints about night operations, 16 day and 2 concerning both. Again, these figures were for a 12 month period.
- 6.6 During October, there had been 3 complaints (1 from Wimborne and 2 from Bournemouth).
- 6.7 Military complaints by area were shown for October. These were not included in Airport statistics as the Airport had no jurisdiction on military flights, other than take-off and landing. Upon investigation, the complaints were about activities further out from the Airport, so were military operations rather than instrument testing in close proximity to the Airport. There had been 21 complaints (not including repeat complainants): Bournemouth at 4; Northbourne at 5; Bearwood at 2; Ferndown at 3; Broadstone at 1 and Wimborne at 1. There were 6 complaints in the "other" category.
- 6.8 The Airport was looking to introduce an updated Webtrak system, which would be available online in due course.

- 6.9 A Member stated that they had heard the RAD Odium were to increase the number of Chinooks and asked whether the Airport would limit the number at any one, as they were noisy and generated a considerable number of complaints. The Airport replied that the driver for this was probably the Military moving the Chinooks to Salisbury Plain. The Airport stated that it had no control over military aircraft flying in its airspace and when it received a complaint it would contact the person, explain, be as supportive as possible and, if necessary, provide the MoD telephone number, as they had a complaints line. The Airport closely monitored the military flights. A Member expressed concern that people were complaining about military flights, as they had to fly in order to be able to defend the Country. The Airport stated that it was supportive of the Military and it was one of the few airports that could provide the training they needed before they went out to places like Afghanistan.

7. Planning & Policy

- 7.1 The 2014 Annual Monitoring Report had been distributed to Members prior to the meeting. The report showed progress against obligations in the Planning Agreement, which was set up when the new Terminals were built. All targets had been met and there were no headlines.
- 7.2 National Policy: As previously reported, MAG's position on the Airport's Commission has been that existing capacity should be utilised prior to the addition of substantial new capacity. The Commission recommended a third runway at Heathrow with substantial provisos. Industry sources suggested that it will be a further 3 months until the Government issue a formal response to the commission's report.
- 7.3 Local Enterprise Partnership: The Airport previously reported that the package of Airport access improvements works was being progressed through the Growth Deal and that the Airport was Chairing the LEP Airport Growth Board, who were acting as client for the programme.

The Chair advised that he had received a question from a Member who, unfortunately, could not attend the meeting, concerning whether an A338 impact study was being prepared on the affect to local businesses. The Chair advised that he had been in contact with one of the Project Engineers who had informed him that there was a Stakeholders Group for the works. Although there was not a business impact study, the Group had looked at various options for the works and how each one would affect businesses. The one selected was felt to be the least worst option. The Chair added that the whole of the A338 would be totally reopened from the 14th December to the 3rd / 4th January, with a 40 miles per hours speed limit.

- 7.4 A Member stated that there was a whole raft of improvements through the Growth Deal and asked as to the order of the works. The Airport replied that Chapel Gate works were possibly next, however, the programme was in a state of flux as the various risk factors such as land acquisition needed further work and other schemes may well creep up the programme to ensure Growth Deal funding is spent. All Members agreed that the Blackwater works should be progressed first, as this was the specific traffic bottleneck. A Member expressed concern that no-one had looked at Ferndown, as it was a main route and was often gridlocked. The Airport advised that the LEP comprised of local authorities and local businesses and it had targeted specific interventions which targeted economic growth and that there was finite money available.
- 7.5 A Member stated that West Parley was unlikely to get developers to pay for the whole of the development at the West Parley lights. The Airport replied that it believed the LEP was looking at options for advance funding the works and then claiming back from the developer.

- 7.6 A Member asked whether the delivery date of May for completion of the A338 works had any contingency time built in for bad weather. The Airport advised that the contractors were working 6 days a week and it would assume that contingency time had been factored in, although the Airport was not in a position to comment.
- 7.7 A Member asked whether any land had been compulsory purchased as yet. The Airport replied that it had not. The Member advised that he had been to a public presentation a couple of years ago at Hurn when the compulsory purchase scheme was first communicated and had been advised that the money was available then to progress, although since it seemed to have disappeared. This was slow progress. *[Note: The money previously allocated was now in the Growth Deal.]*
- 7.8 Other Local Issues:
- i) The works at the Airport entrance have been completed, although formal sign off for adoption was still awaited from Dorset County Council;
 - ii) Dorset County Council approved an Eco Solutions' application for further alterations to / intensification of permitted scheme for new processes, including the widening of the access road and bridleway realignment, subject to the signing of a Section 106 Agreement for highway contributions and contributions to ecological mitigation;
 - iii) A further pair of Eco applications to place solar installations on Parley Green underneath the flightpath had been approved by Christchurch Borough Council / East Dorset District Council. BOH representations have resulted in revised array alignments and a requirement for sign off of a "Glint and Glare" Management Plan;
 - iv) Parkfield School's opening had been delayed by a year. In the interim, they had submitted a Planning Application to demolish and rebuild part of the site. Both Highways England and the Airport had objected, however, the Highways objection had since been withdrawn so consent was likely to be granted, with conditions attached around Travel Planning;
 - v) The off-site parking operator was now parking vehicles at Alice In Wonderland opposite the Airport. Christchurch Borough Council had threatened them with a Planning Contravention Notice, upon which a Planning Application was made. The Applicant withdrew this upon realising that Christchurch Council were minded to refuse. The Applicant has stated their intention to resubmit to address reasons for recommendation of refusal. Christchurch Council have stated that this needed to be within a 4 week window, otherwise the PCN will be reactivated. A Member stated that previously this operator was parking people's cars on the public roads while they were on holiday, for example at Hurn Bridge Sports Ground and on St Catherine's Hill;
 - vi) Hurn Showground has confirmed with Christchurch Borough Council that the site's use was within the 28-day temporary use limits within Planning Legislation. A Member asked about the Rugby weekend and the Airport responded that it knew that this was just one event on one weekend;
 - vii) Comments have been submitted to Dorset County Council in respect of their draft Minerals and Waste Local Plans. Both plans suggested allocations in the vicinity of the Airport and BOH commented that Aerodrome Safeguarding matters should adequately be addressed in both plans. The Waste Plan allocates two sites on Chapel Lane that are currently in use but it does not take forward the previous on-Airport allocation for a Mechanical and Biological Treatment facility. The Minerals Plan allocates a 14.2ha extension to the facility at Hurn Court Farm.
 - viii) There was to be a Traffic Regulation Order on the B3073 and Hurn Court Lane, making a clear way and loading restrictions. This would give authority for Police enforcement and had been accelerated by the Parkfield school development.

7.9 Aviation Park West: Construction of the first phase of the AIM development was now well underway. Occupation was programmed for November 2016; An Application for Renewal of Outline Consent for the 42K sq m Business Park redevelopment scheme was “re-approved” by Christchurch Borough Council; Approval had been granted for a 14K sq m scheme for Curtiss Wright to consolidate their operations on-Airport. The scheme commenced this month, with occupation in February 2017, creating 500 new jobs to the site.

8. **Community Fund**

8.1 Nothing to report

9. **Any Other Business**

9.1 There was none.

Chairman Date 2016