

Minutes

Meeting	Bournemouth Airport Consultative Committee ANNUAL GENERAL MEETING		
Held on	Thursday 13 th July 2017		
Time	1430 hrs		
Venue	Imperial Room, Departures Building		
Attendees	1.	Mr P Thorne (Chair)	Christchurch & District Chamber of Trade & Com
	2.	Cllr Mrs J Jones (Deputy)	Hurn Parish
	3.	Cllr A Biggs	Deputy Verwood TC
	4.	Rev C Booth	Airport Chaplain
	5.	Cllr T Cordery	Ferndown Town Council
	6.	Cllr W Dow	New Forest District Council
	7.	Cllr B Goringe	East Dorset District Council
	8.	Mr JT Hosker	Dorset Federation of Residents' Associations
	9.	Mrs J Hudson	Broadstone Residents' Association
	10.	Mr E Jarvis	Bransgore & District Residents' Association
	11.	Cllr Ms R Mills	Bransgore Parish
	12.	Cllr Mrs M Phipps	Dorset County Council
	13.	Mr B Riddle	Bournemouth Chamber of Trade & Commerce
	14.	Cllr C Rochester	Bournemouth Borough Council
	15.	Cllr P Russell	Crowhill Res' Association / Burley Parish Council
	16.	Ms A Warner	Dorset Chamber of Commerce & Industry
In Attendance	Bournemouth Airport Authority:		
	1.	Mr P Knight	Managing Director
	2.	Mrs D Mitchell	Environment, Health & Safety Manager
	3.	Mr M Twomey	Head of Technical Services
	4.	Mrs C Willoughby-Crisp	Air Traffic & Operations Manager
	5.	Ms R Osborn	Secretary
Apologies	1.	Cllr Mrs S Grove	Verwood Town Council
	2.	Cllr M Iyengar	Poole Borough Council
	3.	Cllr Mrs B Manuel	West Parley Parish & Deputy East Dorset District
Meeting dates: (all Thursdays at 1430 hrs in the Imperial Room)	→	7 th December 2017	
	→	8 th March 2018	
	→	12 th July 2018	
	→	29 th November 2018	

1. Election of Chair and Deputy Chair

- 1.1 Referring to the papers sent out in advance of the meeting, Ms Osborn advised that Mr Peter Thorne, the present Deputy Chair, had agreed to move to the position of Chair for the next period, subject to the agreement of the Committee. All agreed and endorsed the appointment. Cllr Mrs Jenni Jones had been nominated for the position of Deputy Chair by Cllr Mrs Margaret Phipps, seconded by Mr John Hosker and endorsed by all present. Mr Thorne and Cllr Mrs Jones took their respective positions.

2. Minutes of Last Meeting

- 2.1 The minutes of the last meeting, held on 2nd March 2017, were approved by those present.

3. Matters Arising / Actions

3.1 There were none.

4. Report by the Managing Director

4.1 An update was given on the current position of the Business so far this Financial Year (1st April to 1st July 2017). For the first three months, passenger numbers stood at 214K, against a budget of 209K. The increase was due to the introduction of a year-round Ryanair Krakow flight and high load factors on all other routes. Passenger performance by airline was shown and discussed. It was noted, however, that overall performance was behind budget due to lower than anticipated yields, reduced General Aviation (GA) activity and external challenges to parking revenue. Costs were reported as being flat to budget.

4.2 Summer route destinations were shown for Ryanair and Thomson / First Choice, which were unchanged from the last meeting.

4.3 Since the last Committee meeting, the following incidents had occurred:

	No	Details
Aircraft Accidents	0	
Aircraft Ground Incidents	3	26/4/2017: DA42 burst tyre on landing. Trainee pilot had foot on brake and rudder on landing. Crews responded and assisted engineers in changing wheel. 5/5/2017: Pilatus aircraft burst tyre on runway. Tyre replaced and taxied to dispersal. 26/6/2017: Grumman American AA-5A aircraft came off runway onto grass near Taxiway Tango.
Full Emergencies	4	
Local Standby	7	
Weather Standby	11	
First Aid	8	
Off-Airport Road Traffic Accidents	0	

4.4 Total aircraft movements year to date for 2017 remained down on both 2015 and 2016, however, passenger numbers had shown a modest increase compared to 2016 for the first five months of the calendar year, although had slipped back slightly during June. As reported at the last meeting, the increase was due to greater load factors on aircraft with more seating capacity (189-seaters). GA movements had struggled at the start of this calendar year, levelling off against 2016 in May and showing a slight increase in June.

4.5 The Customer ASQ Survey results were discussed ("Airport Service Quality" – an independent European Survey). The majority of passengers arrived at the Airport between 1½ and 2 hours before their flight, resided in the UK and just over 50% of the total questioned were female. For the last two quarters of the survey year, most passengers questioned were aged between 55 and 64 years, however, an increase had been seen in the number of younger families flying through the Airport. Interestingly, during the last quarter, most people had taken between 3 and 5 trips a year, which was an increase on the previous quarter. As usual, the majority of passengers arrived at the Airport in a private car, either parking for the duration of their trip or getting dropped off by family / friends. The Airport's bus service was becoming increasingly popular, especially with Ryanair passengers. The Airport's overall result remained at 4, a consistent result since 2015, which was good as it meant that standards of customer service were being maintained. Also, the Airport had risen in the results table from 10th to 6th.

- 4.6 A Member commented that Southampton Airport had increased its throughput to over two million passengers and had this week launched an easyJet service to Geneva. The Airport advised that, as Members knew, the majority of Southampton passengers were Flybe, although it understood that there were other airlines putting routes in to Southampton. However, there would be no change to the easyJet flights out of Bournemouth and the MAG Commercial Team continued to promote Bournemouth in their negotiations. The Airport was very positive about the future.
- 4.7 A Member stated that he recently returned on an inbound aircraft and, whilst his was the only aircraft arriving, it took a long time for the baggage to be unloaded. The Airport advised that it was well within the stipulated 40 minute baggage reclaim target, averaging around 25 minutes. It actually could be much longer at other airports but the time taken for passengers to disembark the aircraft and walk to the Baggage Reclaim area was so short, that the perception may be that the baggage was taking extraordinarily long to arrive. The Airport confirmed, when asked, that the airlines contracted Swissport for their handling services and, as such, manning levels would be stipulated in the contract between the two parties. Another Member stated that a 25-minute wait for baggage was fine, especially when you “live on the doorstep”.
- 4.8 The Airport was asked about introducing an Executive Lounge. The Airport replied that it had set aside a very large area for that purpose but the demand was not there at the moment.
- 4.9 A Member asked whether the proposed housing development at West Parley would affect the Airport. The Airport advised that access to the Airport would improve, linked to the Chapel Gate and other works. Although not near the take-off point, the development would be close to the flight path, so noise complaints may potentially be generated from the new residents.
- 4.10 The Airport was asked as to who promotes Bournemouth Airport to airlines and it responded by stating that there are full-time people in MAG who work on behalf of the Airport. At the present time, flights were running at around 95% load factor, so it was rather the lack of additional aircraft than passengers. BREXIT had made the aviation market nervous and, unless there was aviation agreement soon, it would revert to a previous European agreement limiting the number of flights between EU countries and the UK, which would affect the carriers at Bournemouth. This was concerning and there was a lively debate between Members on BREXIT had how it may affect the Airport / aviation market / UK in general.
- 4.11 The Airport was asked whether they foresaw any change to APD following BREXIT. The Airport advised that MAG had met with Ministers who advised that APD was likely to remain.

5. Aircraft Noise Report

- 5.1 For the period July 2016 to June 2017, there had been 44 complaints from 29 people (not including repeat complainants). Of the 44 complaints, 38 were found to be compliant and 6 non-compliant (companies had been contacted, where necessary, and reminded of the operational restrictions).
- 5.2 For the same period, there had been 82 complaints from 1 repeat complainant in Merley. The complaints were predominantly regarding Cobham aircraft, although the Company operated within the regulations. The complainant was quite vociferous and the Airport had done all it could to alleviate / mitigate their concerns over the years the person had been complaining. It was noted that Merley was quite a way from the Airport. It was also noted that 4 / 5 years ago, complaints were up to 600 in a year, so had decreased significantly, helped in part by the Noise Action Plan.
- 5.3 Total aircraft movements per complaint were shown and the Airport was well within target.
- 5.4 The Airport advised that it had no permanent noise pollution monitor, due to the level of complaints (approximately 40 per annum).

- 5.5 A Member commented on one particularly noisy light aircraft. The Airport stated that there was no regulation on noise attenuation on light aircraft, only on aircraft over a certain weight. That particular aircraft (which could not be identified at the meeting, as it was considered it could be one of many), could potentially have been doing instrument or approach training within the parameters of the Airport, otherwise it was unrestricted.

6. **Community Fund**

- 6.1 The Airport clarified that £10,000 per year was put into the Community Fund pot by the Airport, as set out in the Section 106 Agreement for schemes within the Christchurch borough. Discussions had been held between the Community Fund Committee and Christchurch Borough Council as to the area covered in the past, as the Airport was keen to help causes in other areas affected by the Airport, however, this was not on the table at the present time. Full details were on the Airport's website.
- 6.2 The most recent Community Fund Management Committee took place in May. An award was made to The Water Lily Project, which was established to support vulnerable people in the community. They needed the award to help the refurbishment of a café and computer suite, which will help to improve facilities for the Project and directly benefit the vulnerable people in need. £3,750 was awarded. "Stompin' on the Quomps" was an annual music event held in Christchurch. This free event for all the local community was funded purely from public donations and an award of £850 was made to make their fundraising easier.
- 6.3 The Airport had been working with Dorset schools to provide opportunities for a series of work placements for students. The placements would be for one week and the students would experience working in Customer Services, the Fire Station, Environment, Health & Safety, Engineering and Air Traffic Control.

7. **Planning & Policy**

- 7.1 Consultations on the following documents closed at the end of May: "Draft Airports National Policy Statement: New runway capacity and infrastructure at airports in the South East of England"; and "UK Airspace Policy: A framework for balanced decisions on the design and use of airspace". The General Election had introduced delays to proceedings. It was unclear if a consultation on revisions to the Aviation Policy Framework will be issued before Parliament rises for recess. This was anticipated to commence by releasing topic papers starting in June. The only mention of aviation since the General Election has been a commitment to Heathrow's third runway being an infrastructure priority.
- 7.2 With regard to local policy, the Dorset County Council Waste Plan consultation suggested a Solid Recovered Fuel Facility (incinerator) at the Eco site. Airport concerns centred on aerodrome safeguarding matters and traffic movements. Airport representatives had visited a similar facility in Portsmouth, however, Airport objections to this facility will be sustained on the grounds of it being an unacceptable hazard to Airport operations. Proponents of the scheme had held an initial meeting with the Airport to see if there was any way of mitigating the Airport's safety concerns. If the concerns could be overcome, then they will be seeking to make a Planning Application in summer 2018.
- 7.3 The Chapel Gate roadwork improvement scheme had started this month. Dorset County Council had advised that most of the initial works will be off-line, with traffic management designed to maintain flows in all directions to avoid peak times. They had developed a communications plan to provide as much and timely advance information about changes to traffic management and the Airport would pass on this information to businesses, passengers and staff as updates arose.

- 7.4 Works to increase junction capacity at Blackwater East were to start in September. This will necessitate some off-peak three-way phased lights but the traffic flow would be maintained during peak hours. Work would also start on designing the extended south-bound on-slip.
- 7.5 There were still land acquisition issues with the Blackwater West and Hurn roundabout works.
- 7.6 Advanced discussions were underway with housebuilders who had options on the land at Parley Cross for the LEP to advance fund the road scheme elements. This would provide capacity through the area in advance of housing developments.
- 7.7 The Wessex Fields scheme was jointly designed by Bournemouth Borough Council and Dorset County Council. It was a two-phase scheme. The first phase was to be paid for by the LEP and involved a new southbound exit and entry off the A338. The second phase proposed a new bridge over their highway to allow for northbound entry and exit. The Planning Application for the full scheme would be submitted to both Bournemouth Borough Council and Dorset County Council week commencing 24th July. Assuming there were no planning issues, then a 14 month construction programme would start during summer 2019.
- 7.8 Some Members expressed their frustration that the money allocated by the LEP had not been directed to potential roadwork schemes in the wider vicinity to ease traffic flow and that the roadworks planned would increase traffic congestion in the shorter term. The Airport stated that it had provided input into a simplified Chapel Gate scheme, to lessen traffic back-up and to make the works cheaper, which would free-up funds for other projects.
- 7.9 The proposed Traffic Regulation Order was now in place. The Airport had raised objections to the Parkfield School Travel Plan on the basis that it advertised use of the Airport bus stop, from which there was no pedestrian route to the school. Christchurch Borough Council / Dorset County Council had signed off the Travel Plan on the basis that the recommended stop for the school was the Wonderland stop. The Airport understood that occupation of the site was still scheduled for September.
- 7.10 The off-site parking operator at Wonderland continued to breach planning regulations and had begun to utilise other areas too. The Airport had made strenuous overtures to Christchurch Borough Council regarding enforcement.
- 7.11 The Airport stressed that it had no issue with competition, nor with the Planning Permission granted. It did, however, take issue when the Planning Permission was not being complied with on an ongoing basis.
- 7.12 A Member clarified that the Planning Permission was granted on the basis of 75 parked cars adjacent to the Alice In Wonderland car park, however, there had been no foresight to include in the Planning Permission that the area be fenced-off for the purpose, so the company in question could potentially be utilising any other area within the Wonderland facility to park its cars. The Member had reported to the Council that the company were now using an additional field in which to conduct their business and had requested investigation and the serving of an enforcement notice. The Airport thanked the Member for their efforts.
- 7.13 The Chairman asked Members whether they thought the Committee should write a letter supporting the Airport's position to Christchurch Council. All present agreed that the Chair should write on the Committee's behalf, with the caveat that it be copied to Chris Chope MP with an invitation that he be invited to the Airport to discuss the subject with the Chair and Deputy Chair of the Committee. The Airport thanked the Committee for their support. Members strongly recommended that the Airport contact their MP direct.

7.14 On the Aviation Business Park, the AIM Altitude and Curtiss Wright schemes were now complete. Interest had been expressed in a couple of sites for new developments, one for a logistics operation and the other for mixed logistics and aviation use. One of the properties vacated by Aim had been demolished for new development, four had already been re-let and a further two were under offer.

8. **Any Other Business**

8.1 There was none.

Chairman Date 2017