

# Minutes

<b>Meeting</b>	<b>Bournemouth Airport Consultative Committee</b>		
<b>Held on</b>	Thursday 2 <sup>nd</sup> March 2017		
<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 W Dow	New Forest District Council
	4.	Cllr B Goringe	East Dorset District Council
	5.	Cllr Ms V Hallam	Christchurch Borough Council
	6.	Mr JT Hosker	Dorset Federation of Residents' Associations
	7.	Mrs J Hudson	Broadstone Residents' Association
	8.	Cllr M Iyengar	Poole BC
	9.	Neal Martin	Crowhill Res' Association / Burley Parish Council
	10.	Ms J Lennox-Moores	Dorset Chamber of Commerce & Industry
	11.	Cllr Ms R Mills	Bransgore Parish
	12.	Mr P Matthews	Bournemouth Chamber of Trade & Commerce
	13.	Cllr Mrs P Morrow	Verwood TC
	14.	Cllr Mrs M Phipps	Dorset County Council
	15.	Cllr C Rochester	Bournemouth Borough Council
<b>In Attendance</b>	<b>Bournemouth Airport Authority:</b>		
	1.	Mr P Knight	Managing Director
	2.	Mrs D Mitchell	Environment, Health & Safety Manager
	3.	Mr A Murray	MAG Principal Planner
	4.	Mrs C Willoughby-Crisp	Air Traffic & Operations Manager
	5.	Mrs S Windsor	External Affairs Consultant
	6.	Ms R Osborn	Secretary
<b>Apologies</b>	1.	Cllr T Cordery	Ferndown TC
	2.	Cllr Mrs S Grove	Verwood TC
	3.	Mr E Jarvis	Bransgore & District Residents' Association
	4.	Cllr Mrs J Jones	Hurn Parish
	5.	Cllr Mrs B Manuel	West Parley Parish & Deputy East Dorset District
	6.	Cllr P Russell	Crowhill Res' Association / Burley Parish Council
	7.	Ms A Warner	Dorset Chamber of Commerce & Industry
<b>Meeting dates:</b>	2017 Meeting Dates (Thursdays at 1430 hrs in the Imperial Room): → 13 <sup>th</sup> July → 7 <sup>th</sup> December		

- A. The Chairman advised that Peter Matthews, the Member representing Bournemouth Chamber of Trade & Commerce, was stepping down from the Committee and this was his last meeting. On behalf of the Committee, the Chairman thanked Mr Matthews for his valuable contributions and his service as a Member. All joined the Chairman in wishing Mr Matthews well in his retirement.

- B. Prior to the start of the meeting, the Chairman referred Members to the Constitution (available on the website) and the paragraph regarding Deputies. The Constitution stated, *“Each representative shall be entitled to appoint one named alternate member to act as his substitute for the duration of his appointment. The alternate member shall only be permitted to attend meetings in his appointor’s absence if prior written notice of his attendance is given by the appointor to the Secretary not less than 1 working day prior to the relevant meeting. A nominated representative may in exceptional circumstances with the Chairman’s prior approval (which shall be at his sole discretion) appoint a substitute who is not his nominated alternate member to attend a meeting in his stead.”* There had been instances where a person had attended who, although from a Member organisation, was not themselves known to the Committee.

## 1. Minutes of Last Meeting

- 1.1 The minutes of the last meeting, held on 24<sup>th</sup> November 2016, were approved by those present.

## 2. Matters Arising / Actions

**ACTION CLOSED** Cllr Phipps to follow-up on the implementation date for the Traffic Regulation Order, policing of which should be suggested to start with the opening of Parkfield School.  
Update 2/3/2017: Cllr Phipps advised that she had ascertained that signage had been ordered and work would commence on the 7<sup>th</sup> April 2017. The Airport advised that Parkfield School was due to open just after Easter, so all should be in place by then.

## 3. Report by the Managing Director

- 3.1 The Airport updated Members on the current position of the Business. Year to date (1<sup>st</sup> April 2016 to 31<sup>st</sup> January 2017), passenger numbers stood at 606K, against a budget of 535K. Passenger numbers were anticipated to reach 670K by the end of the Financial Year. This was due to high load factors on aircraft, additional winter sun routes being operated by Ryanair, the new Ryanair Krakow route and excellent General Aviation (GA) performance. Passenger performance was analysed by airline, with both Ryanair and Thomson performing well against expectations. Costs were currently flat to budget.
- 3.2 The passenger numbers budget had been revised again to reflect the recent increases and was presently ahead of business plan. The overall Airport budget anticipated a small loss at the end of the Financial Year, however, current performance was quite optimistic and indicated there may be a likelihood of breakeven. Costs were anticipated to be delivered within budget at the end of the Financial Year, as the Business continued to run lean.
- 3.3 It remained important that the Airport continued on its course towards sustainability by increasing revenue, continuing to manage costs very closely and by growing the GA marketing, in particular the Executive Jet market.
- 3.4 Ryanair was to repeat their summer 2016 programme for 2017, with the potential for additional movements added throughout the year. They will be operating 35 departures a week to: Gran Canaria; Tenerife; Murcia; Alicante; Malaga; Faro; Malta; Majorca; Krakow; and Girona. Thomson / First Choice will operate 15 departures a week to: Gran Canaria; Tenerife; Ibiza; Cyprus; Lanzarote; Corfu; Naples; Majorca; Rhodes; and Dalaman.
- 3.5 GA was performing well. Maleth Aero had based two VIP 737s at the Airport, Air X had three VIP 737s at the Airport, there were new hangar opportunities in the planning stage and the Airport was marketing attractive flight training and aircraft parking deals. The Airport continued to review how customer service could be improved, within the tight cost control framework. This included terminal facilities, baggage handling etc but not availability of flights or new routes, as these were under the control of the airline operators.

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

	No
Aircraft Accidents	0
Aircraft Ground Incidents	0
Full Emergencies	4
Local Standby	7
Weather Standby	11
First Aid	8
Off-Airport Road Traffic Accidents	0

- 3.7 Airport passenger numbers were shown for the 2015, 2016 and 2017 to date. Passenger numbers for the months May to end November 2016 were all down on 2015's statistics, December 2016 broke even and January 2017 showed a modest increase for the first time in a long period.
- 3.8 Total movements year to date for 2017 were down on both 2015 and 2016, however, passenger numbers had increased due to greater load factors on aircraft with more seating capacity (189-seaters) and GA movements had decreased due to the increase in fuel and maintenance costs. It was noted that a few years ago, the Airport saw movements totalling 66K, however, this figure now stood at 44K. This had not impacted revenue.
- 3.9 A Member asked about the Airport's endeavours to attract more aircraft training flights and said that these were the flights that caused the most disturbance due to low flying circuits. The Airport replied that it was the operators of the larger aircraft, such as the 737s, that it would like to attract for more training and not the smaller GA aircraft. The larger aircraft did not do circuits but used the Airport's ILS and ascended to around 20K feet. The Airport confirmed that the training could also include utilisation of its Cat 3 landing system, which did not necessarily involve landing but fly pasts.
- 3.10 A Member asked whether the Airport had a Flight Simulator Training facility and was advised that the airlines tended to have that facility at their own training bases, as it was so expensive.
- 3.11 The Customer ASQ ("Airport Service Quality" – an independent European survey) Survey results had not been received as yet for the winter period.

#### 4. **Aircraft Noise Report**

- 4.1 For the period February 2016 to end January 2017, there had been 33 complaints from 21 complainants (not including repeat complainants). Of the 33 complaints, 28 aircraft were found to be compliant and 5 non-compliant (companies had been contacted, where necessary, and reminded of the operational restrictions). It was noted that a few years ago, the Airport received in excess of 600 complaints per annum, so it was pleasing that the present number received had decreased so significantly.
- 4.2 For the same period, there had been 149 complaints from 1 repeat complainant in Merley.
- 4.3 There had also been one other person who had left a significant number of persistent complaints, using aggressive language, on the complaints voicemail. These complaints had not been included in the statistics, as the person had not left their name or contact details so the Airport was unable to ascertain where the person lived and, consequently, the identity of the aircraft, time of flight, flightpath followed etc. The Airport followed up every complaint, where possible, and it was disappointing that this person could not be contacted to discuss the exact nature of their complaints.
- 4.4 Total aircraft movements per complaint were shown and the Airport was well within target.

- 4.5 A Member asked whether the Police Helicopter was included in the statistics. The Airport replied that it did not include Police Helicopter movements or military operations, unless their operations were within the Airport's control, for example training requests when they would be under the instruction of Air Traffic Control. It was noted that there had only been one complaint about the Police Helicopter since the last meeting, which was not included,

## 5. **Planning & Policy**

- 5.1 The document, "Aviation Policy & Consultation 2017" was circulated which detailed the current consultation processes.

The Airport reported on National Policy. Two consultation documents had been released, with the consultation on both open until 25<sup>th</sup> May 2017:

- Draft Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England.

[www.gov.uk/government/consultations/heathrow-expansion-draft-airports-national-policy-statement](http://www.gov.uk/government/consultations/heathrow-expansion-draft-airports-national-policy-statement)

UK airspace Policy: a framework for balanced decisions on the design and use of airspace.

[www.gov.uk/government/consultations/reforming-policy-on-the-design-and-use-of-uk-airspace](http://www.gov.uk/government/consultations/reforming-policy-on-the-design-and-use-of-uk-airspace)

- 5.2 The Draft Airports NPS had been released which essentially set out the Government's preferred solution for delivering additional runway capacity in the South East, i.e. a new North West runway at Heathrow. It gave the proposal a formal policy backing to assist in its delivery through the planning process. The closest regional consultation events were to be held at Reading (12<sup>th</sup> April), Brighton (18<sup>th</sup> April) and London (20<sup>th</sup> April). If Members wished to go, they were to telephone 0300 330 3000 to book a place.
- 5.3 The Government's Draft Airspace Policy detailed more about the principles that should be considered when changes were proposed and how decisions should be made, transparently and with community involvement. It proposed an Independent Commission on Civil Aviation Noise, the primary purpose of which was to "rebuild the trust lost in industry by communities". ICCAN will, according to the paper, increase transparency on the way decisions on noise will be made, increase local engagement, improve the evidence on which airspace decisions will be made, especially in respect of the noise impact.
- 5.4 Locally, the Airport continued to engage in the Christchurch and East Dorset Local Plan Review in advance of a consultation process due to start in the Autumn. The Airport was also in consultation on the Dorset County Council Waste and Minerals Local Plan, which had suggested a different waste process at the Eco site. The Airport had secured details of the proposed facility and undertaken an aerodrome safeguarding assessment. The results showed that such a facility of that design on that site would present an unacceptable risk to the safe operation of the airport. As a consequence, the Airport will maintain an objection to the proposal. A Member stated that they had also been to the facility in Portsmouth and had witnessed a huge amount of traffic movements going in and out of the site and they expressed concern about traffic in the local vicinity, should the plant go ahead.
- 5.5 The last Airport Master Plan dated 2007 only really looked at the operational side of the Airport and was the pre-cursor to the delivery of the terminal development. The new Sustainable Development Plan would follow a common approach across all MAG Airports and looked site-wide. This was to be a portfolio approach covering land use, economy, surface access, environment and the community. It was explained that the new SDP would contain no surprises with sufficient capacity available at the operational Airport for the foreseeable future and the aspirations for Aviation Park already communicated through marketing material.
- 5.6 The Local Enterprise Partnership (LEP) were funding improvements to road access networks around the Airport site, namely Blackwater (localised widening and changes to the signalling regime) and Chapel Gate (online scheme, with works to start in July). There were design exhibitions planned for the locality.

A series of public exhibitions would be held regarding the works on the A338 with the message “come and view the plans”. Exhibitions will be open for viewing between 2-8pm with Council Officers available between 4-7pm:

**Tuesday 7th and Wednesday 8th March**

Littledown Leisure Centre, Chaseside, Bournemouth BH7 7DX

**Thursday 9th March and Friday 10th March**

The Village Hotel, Deansleigh Road, Bournemouth BH7 7DZ

**Tuesday 14th and Wednesday 15th March**

Hurn Sports Club, Avon Causeway, Hurn BH23 6DY

**Wednesday 22nd March**

Holdenhurst Village Hall, Holdenhurst Village Road, Bournemouth BH8 0EF

5.7 Other local issues were discussed, as follows.

5.8 Christchurch Borough Council had received a Travel Plan from Parkfield School to comply with condition of the permission and the Airport had sight of it this week. The Airport had considerable interest in the content and had concerns. The Airport had been contacted by the media and were to issue a statement, as follows:

*“We welcome the sustainable aspirations of Parkfield School’s travel plan but we have serious concerns about the deliverability of the scheme, capacity and likely take-up rates of the proposals.*

*Our concerns are based on two things. Firstly, we are particularly worried that parents or carers who are dropping off or collecting pupils will create significant congestion on roads accessing the airport which will cause problems for our passengers, staff and the wider travelling public.*

*In addition, we see that the school is encouraging pupils to use the regular B1 airport bus service. There are serious safety concerns associated with this as pupils will have no safe pedestrian route between the school and the bus stop which is outside the arrivals terminal. This road is busy throughout the day and we believe the pupils will face significant risk when walking to and from the bus stop.”*

The Member for Hurn advised that she had been contacted by the media and she shared the Airport’s concerns regarding traffic flow.

5.9 The off-site parking operator at Wonderland was in breach of their planning consent and it was understood that CBC were to instigate further enforcement proceedings.

5.10 Matcham Karting had been granted permission for a facility to the north of Chapel Lane. The scheme was under construction.

5.11 On Aviation Park West, the AIM development was almost complete, with a new car park, road and landscaping being finished off. Curtiss Wright was progressing with their occupation of the new unit, with approximately 500 staff to occupy the premises.

- 5.12 A Member asked how many people worked on the Business Park and the Airport advised that there were approximately 3,000 at present, with the addition of 500 due to Curtiss Wright. Another Member asked how the Curtiss Wright development would affect traffic and the Airport responded that this development was covered in the site-wide Airport Travel Plan. Also included in the Plan was the B1 bus, the passengers on which had increased so significantly over the past few months that additional capacity to serve it was being considered already.
- 5.13 A Member asked what AIM Altitude did and the Airport replied that AIM manufactured aircraft interiors.
- 5.14 A Member asked who owned the entrance road to the Airport's main terminal buildings. The Airport replied that it owned the road from the traffic lights at the entrance down to the terminal buildings, with the old NATS College (and now Parkfield School) being given right of access into their premises through their entrance. Concern was expressed over the amount of vehicle traffic that Parkfield School may generate, especially at peak times, and the affect on Airport passengers and staff travelling to the Airport. The Airport advised that in Parkfield School's Travel Plan it stated that the school had committed to not creating more traffic than the previous use. The Airport was concerned, however, would monitor the situation as it happened.
- 5.15 A Member asked about joining the two Business Parks on the Airfield together by a road link. The Airport advised that emphasis had been recently on the NW Business Park but a link road had to be constructed to the Eastern Business Park, if developments there were to go ahead. The route would have to be constructed behind AIM Altitude and via a redundant taxiway. Timing for this was yet to be determined.
- 5.16 A Member asked about the provision of shared corporate services on the site. The Airport replied that the skills did not exist currently on the Airfield but there was onsite training planned, pursued by the LEP, to provide Estate Project resources.

## 6. Community Matters

- 6.1 The most recent Community Fund Management Committee took place on the 28<sup>th</sup> November and there had been four applications received. Awards were made to Twynham Church for the Community in the sum of £4,250 and Christchurch Men's Shed in the sum of £8,950. Two applications were rejected as not meeting the criteria. Total monies allocated since the launch of the Fund stood at £81,730.81. A Member asked how much money remained in the fund and the Airport replied that it was approximately £10,000. The next meeting was mid-May.
- 6.2 A Member asked about the criteria for awards. The Airport advised that applications received must be from the Borough of Christchurch, not for profit, to benefit the wider community and mainly capital projects. Full details were on the Airport's website.

## 7. Any Other Business

- 7.1 The Chairman advised that he was stepping down from the Committee and this was his last meeting. He thanked Members and the Airport for such interesting meetings and he wished everyone well for the future. Members acknowledged the Chairman and expressed their thanks. The Airport thanked Cllr Rippon-Swaine for his invaluable contribution to the Airport and wished him well.

Chairman ..... Date ..... 2017