

# Minutes

<b>Meeting</b>	<b>Bournemouth Airport Consultative Committee</b>
<b>Held on</b>	Monday 1 <sup>st</sup> July 2024
<b>Time</b>	1200 hrs
<b>Venue</b>	Imperial Room, Departures Building

<b>Attendees</b>	1. Mr D Skillicorn (Chair)	Bournemouth University
	2. Cllr Mrs J Jones (Deputy)	Hurn Parish
	3. Cllr T Cordery	Ferndown Town Council
	4. Cllr A Biggs	RAF Association
	5. Cllr T Cordery	Ferndown Town Council
	6. Mrs J Hudson	Broadstone Neighbourhood Forum
	7. Cllr N Penman	New Forest National Park Authority & Hampshire County Council
	8. Mr B Perkins	Bournemouth Chamber of Trade & Commerce
	9. Cllr Mrs M Phipps	BCP
	10. Cllr S Rippon-Swaine	New Forest District Council
	11. Cllr R Shea	Bransgore Parish
	12. Mr P Thorne	Christchurch & District Chamber of Trade & Commerce
	13. Ms R Osborn	Secretary to Consultative Committee
<b>In Attendance</b>	<b>Bournemouth Airport:</b>	
	1. Mr R Johnson	Business Development Manager - RCA
	2. Mrs D Mallet-Knight	Environment & Sustainability Officer
<b>Apologies</b>	1. Mrs S Fotheringham	Friends of St Catherine's Hill
	2. Mrs K Glynn	Crowhill Residents' Association / Burley Parish Council
	3. Cllr B Gorringe	Dorset County Council
	4. Ms D Hart	Dorset Chamber of Trade & Industry

<b>Meeting dates:</b>	All Thursdays at 1200 hrs
	→ 21 <sup>st</sup> November 2024
	→ 20 <sup>th</sup> March 2025
	→ 24 <sup>th</sup> July 2025
	→ 27 <sup>th</sup> November 2025

Prior to the start of the meeting, Mr Thorne, the Member for Christchurch Chamber, said a few words remembering John Hosker, the Member for the Dorset Residents' Association, who sadly passed away on the 2<sup>nd</sup> April. Thoughts are with John's family and friends.

## 1. Election of Chair and Deputy Chair

- 1.1 Referring to the papers sent out in advance of the meeting, Mr Skillicorn, the present Deputy Chair, had been nominated by Cllr Mrs Jones to move to the position of Chair for the next period, this was seconded by Mr Biggs. Cllr Mrs Jones had been nominated for the position of Deputy Chair by Cllr Gorringe and this had been seconded by Cllr Mrs Phipps. The appointments were endorsed by the Committee. Mr Skillicorn and Cllr Mrs Jones took their respective positions.

## 2. Minutes of Last Meeting

The minutes of the last meeting, held on 21<sup>st</sup> March 2024, were approved by those present.

## 3. Actions from Minutes of Last Meeting

**ACTION 1 Community Fund: BCP stated a Variation to the 106 Agreement was required. The Member from BCP offered to follow-up with the BCP Legal Team and report back to Mrs Mallet-Knight.**

Mrs Mallet-Knight reported that the request had been submitted to BCP legal department to formally change the Section 106 Agreement.

**ACTION 2 Military Flights – identification of reason for flight. Mr Etches and Mrs Mallet-Knight to analyse the Military flights and report back to the Member for Burley on whether they were Instrument Training or for another reason.**

Mrs Mallet-Knight had responded to the Member for Burley via email as follows, *“I have spoken to ATC regarding the information relating to the military training flights. We are not able to access historic flight information as it has been disposed of however, with new complaints moving forwards, I will ask ATC the detail of the flight at the time and log it for future reference”*. This had also been communicated to Members.

**4. Airport Developments & Business Update – Rob Johnson, Business Development Manager RCA**

4.1 **Passenger numbers** for the month of May were 111,730, slightly behind budget. Year to Date (from April 2024), passenger numbers stood at 197,304, slightly behind budget.

There were 715 passenger aircraft movements in the month of May, 59 Cargo movements and 1,140 General Aviation movements (including light aircraft).

4.2 **Performance:** Bournemouth achieved 98% On Time Performance of aircraft, with Check-In average queue time at less than 20 minutes and Central Search average queue time at 7 minutes.

The target of 20 minutes for the first bag on the baggage belt was achieved for 100% of flights.

**PRM (Persons with Reduced Mobility)** performance results were excellent for the period, with 100% of passengers receiving assistance within 10 minutes of arrival at the Airport. There were a total of 890 departing PRM passengers and 651 arriving passengers for the month of May. This compared to 762 departing passengers and 571 arriving passengers for the same month last year.

4.3 The destinations map was shown, flying to 39 destinations in 19 countries. However, this had since been updated to 40 destinations in 20 countries, as Jet2 had announced Iceland for Winter 2024/24.

4.4 **Infrastructure Development Plans: Summer 2025 and Beyond:** Jet2 were to open new two-aircraft base on 1<sup>st</sup> April 2025, with opportunities for further growth thereafter. There was a likelihood of additional future growth by existing incumbents. The forecast growth was from 1.1m passengers this year to circa 1.5m next year. The terminal expansion plan was to accommodate up to circa 2m passengers (within the existing approved 3m passenger throughput). The cargo operation continued to perform strongly, with a fourth based aircraft due this year and the potential further growth next year.

4.5 Mr Johnson went through the development plans in detail for Members, with the aid of diagrams and architect impressions. These included an extended baggage area, additional check-in capacity, new generation security scanners, a new immigration hall, a first-phase expansion of the baggage reclaim hall and additional new air crew / engineering accommodation.

4.6 The Deputy Chair stated that a returning passenger had reported the Arrivals facility as “disappointing” and asked if this was going to be improved. Mr Johnson replied that improving Arrivals was in the plans.

4.7 A Member asked if increased traffic volume was to be considered. Mr Johnson replied that the council will continue to look at traffic flow, especially down Parley Lane and through Parley Cross, however, the flight timings would mean that arrivals and departures were occurring outside of normal commuting hours, so passengers were not travelling at the same time as commuters.

4.8 A Member asked whether the previous MAG Planning Permission for a car park off Parley Lane would be developed. Mr Johnson replied that, at this time, the Airport did not intend to use that Planning Permission, as it had sufficient available land within its boundaries without the need to move taxiways etc.

4.9 To prepare for the Jet2 arrival specifically, there was to be increased car park capacity, expanded and enhanced aircraft stands for B737-800 and A321 operations, additional capacity in fuel farm and bowser fleet, a larger In Flight Catering services facility, expanded air crew and engineering accommodation, increased availability of Sustainable Aviation Fuel (SAF), an expanded ground service equipment (GSE) fleet and the first phase of the PV array on the wider airport site as part of the NetZero 2040 commitment.

- 4.10 A Member asked how visual the PVs would be in relation to airport operations. Mr Johnson replied that there was already a PV under the approach path, so there was protocol to go through in terms of orientation.
- 4.11 An architect's impression of the full terminal build-out scheme was shown, which was a phased development from Summer 2025. On the ground floor, the new two storey extension housing the security hall, additional gates and retail units, and a full expansion of the immigration hall and landside arrivals area. On level one, an executive lounge and offices. There was to be a re-modelling of the existing security hall for expanded check-in and airline facilities plus additional airside lounge area airside.
- 4.12 A Member stated that returning passengers were getting wet when coming of aircraft in inclement weather and could the Airport provide cover. Mr Johnson replied that there was a pre-boarding area but the cost for air bridges was prohibitive. The Chair stated that, in his experience, Low Cost Carriers will not use air bridges as they would not pay the cost.
- 4.13 The Deputy Chair asked about an Exec Lounge and Mr Johnson replied that there was one in the plans and, as the other Airports in the RCA Group already had Exec Lounges, this was a model that Bournemouth was comfortable with.
- 4.14 A Member asked whether there was just one class of passenger travel. Mr Johnson confirmed this was the case, apart from the Barbados flights.
- 4.15 A Member expressed concern over people walking up the entrance road with suitcases and taxis dropping people off on the access road. Mr Johnson replied that, within the plans to be released shortly, there was to be a passenger interchange area providing better access. Reference the Minutes of the last meeting, the current position was that there was concern that introducing an access path would push drivers to drop off their passengers directly on Parley Lane itself and so would need to be arranged and coordinated carefully with the council and stakeholders. The measures already put in place for traffic control in the locality were detailed.
- 4.16 A Member raised the subject of third-party car parking. The Member for BCP explained the situation with regard to the current Planning Application from a third party for airport parking and associated signage, on the ex-Alice in Wonderland site. This Application had been called in to full Planning Committee and so could not be granted under Delegated Powers.
- 4.17 A Member stated the additional based aircraft for Bournemouth was excellent, but he worried about where the passengers would come from. Mr Johnson replied that RCA knew the existing demand for air travel in the Bournemouth catchment area, estimated at around 6 million so, taking account of other local airports' passenger traffic, this would mean that somewhere between 4 to 5 million were travelling to London and Gatwick. There was a significant proportion of the market that Bournemouth could attract back, and the operators recognised this.
- 4.18 The Chair stated that, from his experience, the airport was the deciding factor for many people rather than the destination and, not to forget that JET2 were in effect "coming home" as they started their first operations as Channel Express at Bournemouth.
- 4.19 Mr Johnson added that Heathrow and Gatwick were effectively operating to capacity and there was no real opportunity for operators to grow there. This gave Bournemouth and other regional airports a chance to recapture part of the market.
- 4.20 Another Member stated that the distance from Basingstoke to Gatwick was the same as from Basingstoke to Bournemouth.

## 5. **Corporate & Social Responsibility – Danni Mallet-Knight**

### 5.1 **Community Fund:**

Request submitted to BCP legal department to formally change the fund area. Two applications this year to date.

5.2 **Noise Action Plan:**

The Airport’s Noise Action Plan was submitted to DEFRA in December 2023 and uploaded to the Airport’s website. Due to elections, formal adoption by DEFRA was postponed.

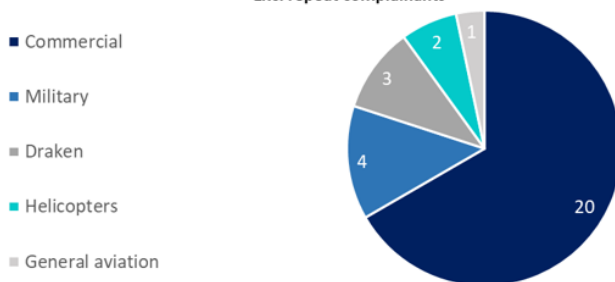
5.3 **Noise Complaints:**

Rolling Year 1<sup>st</sup> June 2023 to 31<sup>st</sup> May 2024:

- 31 complaints for the year
- 31 complainants
- 19 complaints were from repeat complainants.

Number of complaints per area:

**Number of Aircraft & Type**  
**Rolling Year June-23 - May 24**  
 Exc. repeat complainants



Areas	All complaints
Bearwood	1
Bransgore	5
Broadstone	2
Burley	4
Christchurch	1
Ferndown	2
Hurn	2
Kinson	1
New Milton	1
Poole	1
West Parley	4
Wimborne	3
Other/not known	4
<b>Total</b>	<b>31</b>

6. **Any Other Business**

6.1 None

Chair .....

Date ..... 2024