

## REPORT OF ATTENDANCE TO BOURNEMOUTH AIRPORT CONSULTATIVE COMMITTEE, DEC. 7<sup>TH</sup> 2017

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Item 1 Minutes of last meeting, 13<sup>th</sup> July 2017 were approved by those present.

Item 2 Matters Arising. Apologies, Last Meeting Minute 7,13 as an item arising the Chair said he had written to Christchurch Council and copied all members.

Item 3 MDs. Report.

3.1 Effective from 5<sup>th</sup> December 2017 Regional City Airports a Division of Rigby Group acquired 100% of Bournemouth International Airport Limited shares, which also includes the total estate within which the airport stands.

3.2 Rigby Group plc is a family owned business with interests in Europe and the Middle East evolving over a period of 41 years as an employer of 7500 people in diverse companies, the Airport Division includes Norwich, Coventry and Exeter airports.

3.3 No immediate changes are anticipated in the operation and management of the airport. A Transitional agreement has been signed between MAG & Rigby to facilitate a smooth handover.

3.4 Moving on to operational matters, for the period YTD 1<sup>st</sup> April to 31<sup>st</sup> December 2017 the following applied Passenger numbers 527K actual against 512K budgeted, the increase due to Ryanair bringing in year round operation to Krakow, also high load factors on other routes. However overall performance was below budget affected by reduced aviation activity and anticipated income from passenger throughput, plus external challenges to parking revenue.

3.5 Winter 2017. routes reported, Ryanair 11 departures per week to Alicante, Malaga , Faro, Malta, Tenerife and Krakow. TUI/First Choice 10 departures per week to Gran Canaria, Tenerife, Lanzarote and Turin. Commencing in December Easy Jet 6 departures per week for Geneva.

3.6 Incidents. Since the last committee meeting, Aircraft air and Ground zero. Full Emergencies four. Local Standby ten. Weather Standby eighteen, First Aid seventeen, Off Airport Road Traffic Accidents one.

3.7 Passenger throughput from 2015 to 2017 annually was consistent, whilst aircraft movement for 2017 was lower than 2015 and 2016, the disparity being due to increase in aircraft seating capacity being introduced.

3.8 Customer ASQ Survey. An independent European Survey gave the rating at 4 this being a consistent result achieved for each year since 2015.

3.9 Question from the floor, relating to the £10 development charge at Norwich, being introduced at Bournemouth, an assurance was given that this would not apply, also that the current drop off charge would remain in place.

#### 4. Aircraft Noise.

4.1 Complaints, for the period November 2016 to October 2017 there had been 38 complaints received from 30 individuals, 34 were found compliant and 4 non-compliant, the appropriate companies had been contacted and reminded of operational restrictions.

Most complaints came from the following areas, Christchurch 10, New Forest 9, with 26 repeat complaints from one complainant during the same period.

4.2 A member from the floor raised comment about Police Helicopter use and was advised that if it hovered this was only for operational reasons and would be for the safety and benefit of the public at large, it was also operated with least disruption in mind.

4.3 Flight Times, the first programmed was 06.20/07.00 with last being 23.30 in summer and 18.00 in winter. Attention was drawn to the airport having 24 hour operational facilities which might be used to accommodate delayed incoming flights.

#### 5 Community Fund

5.1 It was confirmed that the Airport provided £10,000 pa. as per agreement with CBC.

5.2 Disbursements were made to two applicants in the total amount of £4,600.

#### 6 Noise Action Plan Review.

6.1 This to be submitted by August 2018, the draft will come before the Consultative Committee in March 2018.

7.1 National Policy, this document has been issued for consultation until 19<sup>th</sup>. Dec. 2017 with the intention that it will be put before Parliament in early 2018, and applies principally to Heathrow.

7.2 Beyond the Horizon, a document that closed in October 2017, will generate further discussion documents relating to all aviation based matters and areas with the aim of having a final UK strategy in place by 2018 year end.

7.3 Local Policy, report dealt with DCC Waste & Minerals, pre submission document within which the Airport felt the effects of the building and stack would have on radar were not addressed.

7.4 Local Issues reported related to affects of ongoing lack of progress with resolving off airport parking, but on a more positive note were able to report strong ongoing interest at

Aviation Park West by a developer to take occupancy of existing units and development of new units.

7.5 External Work, beyond the Airport Perimeter relating to Blackwater and Chapel Gate, questions were raised from the floor and mostly answered from the floor.

8 Any Other Business.

8.1 The Chair asked if a member of Regional & City Airports could attend the next meeting to outline their plans for marketing/promoting the Airport.