

**MINUTES OF A MEETING OF THE
BRISTOL AIRPORT CONSULTATIVE COMMITTEE
HELD IN THE BRISTOL ROOM AT BRISTOL AIRPORT,
ON WEDNESDAY, 27TH APRIL 2011 AT 2.30 PM**

Present:

Peter Lacey	Chairman
Robert Sinclair	Chief Executive, Bristol Airport
Steve Reed	Airlines
Simon Spooner	CBI
Stephen Grove	GTMC/ABTA
(substituting for Pat Murphy)	
Robert Durie	GWE Business West
Peter Taplin	SW Region and Bristol TUC
Councillor Malcolm Hanney	Bath & North East Somerset Council
(substituting for Councillor Peter Edwards)	
Councillor Jill Iles	North Somerset Council
Councillor Roz Willis	Weston-super-Mare Town Council
Councillor Basil Bucknell	Backwell Parish Council
Tony Heaford	Chew Valley Cluster of Parishes
(substituting for Councillor Colin Timson)	
Councillor Hilary Burn	Cleeve Parish Council
Councillor Gill Patch	Winford Parish Council
Councillor David Glynn	Wrighton Parish Council
(substituting for Councillor Turton)	
Councillor Jane Bollen	Yatton Parish Council

Also in attendance:

Alan Davies, Planning and Environment Director, Bristol Airport
Chris Ware, Head of Security, Bristol Airport
Inspector Dave Stokes, Avon and Somerset Police
Richard Kent, Head of Development Management, North Somerset Council
Margaret Thornton, Secretary

1270. APOLOGIES FOR ABSENCE

Apologies for absence were received from Pat Murphy, GTMC/ABTA, Councillor Peter Edwards, Bath & North East Somerset Council, Councillor Colin Timson, Chew Valley Cluster of Parishes, Councillor Christine Turton, Wrighton Parish Council, Jacqui Mills, Public Relations Manager, Bristol Airport, Mike Littleton, Community Relations Manager, Bristol Airport and James Gore, Head of Communications, Bristol Airport.

1271. DECLARATIONS OF INTEREST FOR LOCAL AUTHORITY ELECTED MEMBERS

Councillor Roz Willis declared an interest as a Member of North Somerset Council and Councillor Jill Iles declared an interest as a Member of North Somerset Council and a Member of its Planning and Regulatory Committee.

1272. MINUTES - 26TH JANUARY 2011

The Minutes of the meeting of the Airport Consultative Committee held on 26th January 2011, copies of which had been previously circulated, were submitted for approval and adoption.

RESOLVED - that the Minutes of the meeting held on 26th January 2011 be confirmed as a correct record and signed by the Chairman.

1273. MATTERS ARISING Provision of Seating in the Western Walkway

Councillor Burn referred to the provision of seating in the walkway, which was limited under the CLOPUD, and expressed the view that it was a pity that the Airport Management had not informed the Committee prior to the installation of additional seating.

1274. PRESENTATION ON ENVIRONMENTAL MANAGEMENT AT THE AIRPORT

The Committee received a presentation by Alan Davies on environmental management at the Airport.

Alan Davies explained that environmental management was an important aspect of the Airport's business.

The overall aims of environmental management were to -

- secure positive environmental outcomes, improve performance and comply with legislation.
- provide a practical tool to aid understanding of impacts on the environment, manage them and improve performance.
- improve resource efficiency and reduce bottom line costs.
- enhance corporate reputation and improve communication with stakeholders.

Approval of the Airport's planning application had attracted 70 conditions, 32 of which referred to environmental management or reporting and the associated Section 106 Agreement with North Somerset Council included 28 pages of obligations mostly relating to environmental management. In addition to the planning requirements the Airport was also required to produce a Noise Action Plan and a Carbon Reduction Commitment Energy Efficiency Scheme. The Airport's draft Noise Action Plan was currently with the Government for approval. The Airport will need to purchase allowances for every tonne of CO₂ it emitted from energy use at an initial sale price of £12 per tonne.

Councillor Burn sought confirmation that the Carbon Reduction Commitment Energy Efficiency Scheme related solely to ground emissions. Alan Davies, in response, confirmed that this was correct; the CRC EES applied to energy use with aircraft being covered by the EU Emissions Trading Scheme.

The Airport's environmental management strategy provided for -

- the development of an environmental policy, environmental objectives, targets and action plans;

- the setting up of working groups for each area of action and a team of environmental champions as a focal point for environmental activity within each department;
- communication with staff and stakeholders;
- procedures and policies;
- monitoring and measurement;
- management review.

The key areas of action were -

(a) Noise

Noise levels would be capped under the conditions attaching to the planning permission. Noise levels were monitored by the monitoring stations at Felton, Congresbury and Littleton Hill. Unfortunately problems had been experienced with the Littleton Hill monitor because the wind turbine was not of sufficient capacity to generate enough energy during the winter period. To increase the size of the wind turbine would necessitate the submission of a further planning application.

(b) Transport and surface access

8.5% of passengers and employees were currently using public transport to and from the Airport. The Airport had introduced six new buses on the Flyer service last year and would be taking delivery of another six shortly. The Airport's target was to achieve 10% of passenger/employee journeys by public transport by 2012 based on current passenger numbers and 15% based on 10 mppa.

(c) Emissions to air

The Airport was pursuing a programme of improvements to reduce all emissions airside. The number of coach movements had been reduced by 30,000 with the introduction of the walkway. Nitrogen dioxide levels in residential areas around the Airport remained well below the limit in the National Air Quality Standards. The planning permission contained conditions relating to air quality monitoring.

(d) Wastes and waste management

28.5% of waste generated at the Airport was currently being recycled and it was proposed to introduce the recycling of food waste later this year. The Airport had introduced recycling bins in the Terminal building for use by members of the public. It was hoped to achieve 40% recycling of waste by the end of 2012. The amount of waste being sent to landfill was steadily declining.

(e) Energy and carbon management

The Airport's carbon footprint excluded aircraft in flight, which was covered by the EU Emissions Trading Scheme, but included take off and landing. Further reductions in the Airport's carbon footprint, which continued to descend, would be achieved with the growth in continuous descent, the reduced use of aircraft engines during taxiing and the introduction of ground power units. The continued promotion of public transport would assist in reducing the passenger carbon footprint. Bristol Airport Limited's direct (scope 1 and 2) carbon emissions were 8,373 tonnes of carbon dioxide in 2010. This figure related to the Airport's use of electricity, gas,

heating oil, vehicle fuel, propane gas, air conditioning and business travel. There was scope to reduce carbon emissions further and the Airport had set itself a target of a 5% reduction per annum. The introduction of more sources of renewable energy such as the wind turbine, which acted as a visible message to employees and passengers, was part of the Airport's strategy. The major source of renewable energy was the proposed bio-mass boiler in the new terminal building which would produce in excess of 20% of the building's additional energy requirements. The wood for the boiler would be sourced locally.

In response to a question from Councillor Burn, Alan Davies explained that there were a number of local woodchip suppliers. However he would not wish to go into any detail at this stage as it could prejudice negotiations.

(f) Water quality and management

Monitoring of ground water, water quality and water runoff was a condition of the planning permission. Bristol Water currently abstracted water from underground aquifers to serve 30,000 households in the locality. It was therefore essential that the underground water supply was not polluted and that flooding was not created on site. There were several boreholes around the site and enhanced water sampling was required under the planning permission.

(g) Nature conservation and biodiversity

The Airport was home to horseshoe bats and badgers which, as well as other wildlife, had to be protected for the future. The Airport had erected a 'bat hotel' to provide shelter for the horseshoe bats. There were also numerous conditions in the planning permission relative to conservation.

(h) Community relations

The Airport was committed to continuing to improve its relations with the local community. In this connection it had instigated an annual litter pick around the Airport perimeter by employees. The event in 2010 had produced 200 bags of waste.

The Chairman said it was a sad reflection of the times that so much litter was deposited along highway verges and in the countryside.

RESOLVED - that the information be noted.

1275. QUESTIONS TO THE AIRPORT MANAGEMENT

The Committee was advised that no questions for written replies had been received for this meeting.

1276. PROCEDURE FOR REPORTING NOISE COMPLAINTS - UPDATE

Richard Kent explained that Graham Turner of North Somerset Council had recently received a letter from the PCAA about a number of issues associated with its monitoring of the Airport. One of the points raised in the letter related to the reporting of complaints. The Government's guidance to Consultative Committees said that a telephone line should be available for residents to complain. The PCAA had suggested that the Airport wanted residents to complain

online and the Consultative Committee had not been informed of this. Graham Turner, in his response to the PCAA, undertook to ask if the Committee could receive an update on the procedure adopted by the Airport to enable members of the public to submit complaints.

Alan Davies advised that this issue had been raised and discussed at the Annual General Meeting in July 2010. There were various ways in which people could submit complaints which included a dedicated telephone line, the Airport's website, email and letter. 12 months ago the Airport had introduced an interactive link on its website to enable members of the public to submit and track complaints online. The system was similar to that already in existence for passenger complaints. To coincide with the introduction of this new service the message on the dedicated noise complaints telephone line was changed to make reference to the new website facility. The Airport had sought to encourage people to use the online facility as it afforded them a means of tracking the progress on their complaint. The dedicated telephone line had never been removed. However, it was accepted that the original reference to the facility for reporting complaints online on the telephone message was ambiguous and was very quickly corrected to avoid confusion. The majority of complaints were received via the telephone. All complaints were followed up and responded to.

The Chairman asked whether sufficient publicity was accorded to the dedicated noise complaints telephone line.

Mr. Heaford suggested that it was easier to register a complaint by telephone which, with a mobile phone, could be achieved immediately rather than having to access a computer.

Alan Davies confirmed that details of the dedicated telephone line appeared on the Airport's website.

Councillor Patch advised that the complaints line telephone number was published in the local parish magazine. This was also confirmed by another Member.

The Chairman stressed that it was essential that people should know to whom they should complain.

Councillor Burn pointed out that when she had submitted more than one complaint at the same time the second complaint never seemed to be recorded. She referred to the fact that on several occasions she had submitted complaints about ground noise but these had never been registered.

Alan Davies acknowledged that this was a weakness of the telephone system. This system relied on someone transcribing and translating the messages and this resulted in some complaints being misallocated.

Councillor Willis suggested that the Airport email the noise complaints telephone number and website address to the local Town and Parish Clerks and ask them to put them on their respective websites.

Robert Sinclair stressed that there had never been any intention on the part of the Airport to be less than transparent or to make it more difficult for people to submit noise complaints.

RESOLVED - that the information be noted.

1277. SECTION 106 AGREEMENT - PRE-START CONDITIONS

A report was tabled at the meeting, a copy of which is inserted in the Minute Book, outlining the pre-start conditions contained in the Section 106 Agreement attaching to the Airport's proposed development.

The Chairman thanked Alan Davies for his report which he felt was very helpful to Members.

Alan Davies explained that a recent press release by Stop Bristol Airport Expansion indicated that they intended to challenge North Somerset Council's decision to grant the Airport planning permission. This action placed a constraint on any detailed discussion at this time.

In the light of the above the Chairman asked if any of the local authority elected members wished to make a further declaration of interest.

No further interests were declared.

Alan Davies, in outlining the contents of the report, confirmed that some archaeological work had already commenced. He stressed that if a judicial review overturned the decision by North Somerset Council and the planning permission was withdrawn the Section 106 Agreement would cease to have validity.

Mr. Heaford enquired why the Credit Agricole Corporate and Investment Bank was a party to the Section 106 Agreement.

Robert Sinclair explained that the Credit Agricole Corporate and Investment Bank acted on behalf of the banking syndicate which held a mortgage on the land and the planning consent attached to the land.

Alan Davies indicated that the Corporate and Investment Bank's only role was to signify consent.

With the leave of the Committee, Peter Webb, a member of the public, asked if all parties were signed up to the Section 106 Agreement.

Alan Davies confirmed that the Section 106 Agreement had been signed on 16th February 2011.

RESOLVED - that the report be noted.

1278. CHIEF EXECUTIVE'S REPORT

(a) Overview of Current Activities

Robert Sinclair expressed the hope that Members were enjoying the unseasonable weather and commented that this time last year the Airport had been closed because of the volcanic ash cloud.

He explained that although passenger volumes were slightly down for the first quarter of 2011, compared with the same period last year, an upturn was on the way. As the Airport moved into

the summer period things would pick up and the Airport expected to be busier than last year. It was anticipated that passenger numbers would be close to, or above, the peak seen in the past, especially during the holiday season of June, July and August.

(b) New Routes for 2011

Robert Sinclair advised that -

- (a) Blue Islands had announced twice daily flights between Bristol and Jersey using a jetstream aircraft. The service complemented the existing Flybe service and opened up more routes via Jersey into Europe for passengers. The service was timed to enable passengers to fly to and from Jersey in a day.
- (b) Aer Lingus flights to Dublin had commenced in late March providing connections to New York, Boston, Chicago and Orlando. The provision of this additional service to Dublin with its connections to the USA was very welcome.
- (c) representatives of Airport Management had joined representatives of Destination Bristol and Aer Lingus at the New York Times Travel Show in February to help promote the South West for inbound tourism. The conference attracted a large number of visitors including journalists and travel writers.
- (d) easyJet had recently celebrated its 25th million passenger from Bristol Airport. The lucky passenger had received a year's free travel with easyJet.
- (d) the Airport was experiencing a resurgence in business travel and the outlook was more optimistic than it had been since the recession began in 2009. Positive enquiries had been received from full service airlines to fly from Bristol next year and the Airport was actively pursuing these enquiries. It was envisaged that a positive announcement would be made in the next three to six months.

Councillor Patch enquired whether the Blue Islands flights were adhering to the preferred flight path.

Alan Davies undertook to write to Councillor Patch with regard to this matter.

Mr. Durie indicated that he was particularly interested in the development of business travel routes at the Airport. He stressed the importance of securing more links between Bristol and other major cities, particularly in Europe, for business travellers. Encouraging the expansion of local businesses into Europe and the rest of the World was a key element of Business West's strategy.

Robert Sinclair confirmed that the enhancement of business travel routes was a major part of the Airport's strategy. The future for creating new routes was looking very positive at this stage. The Airport was working with various agencies to promote business travel. These included GWE Business West and the Enterprise Agency which he had recently been appointed to. The level of business activity in the South West was very strong compared with other areas and the region was well placed to take advantage of new markets given its particularly diversified business sector. The Government's decision not to proceed with additional runways at the South East airports but to pursue the development of regional airports to support the regional

economy was key to developing business travel at Bristol Airport. It was important to secure proper connections through Bristol and he was in dialogue with airlines to secure new routes focussing on the benefits the Airport could provide such as a dedicated lounge, car parking, quick check-in facilities etc. The destination, timing and frequency of new flights were critical if they were to serve the business community.

(c) Capital Projects - Update

Robert Sinclair advised that -

- (a) the Airport was proud of its achievements in developing the Flyer bus service. Bristol Airport now had the youngest fleet of buses of any airport in the UK.
- (b) the Airport was currently undertaking £1m worth of investment in upgrading the car parking equipment/barriers and improvements to the drop off zone car park. A new free drop off zone car park to be known as drop off zone 2 was being created near Downside Road. The existing drop off zone would then attract a nominal charge for usage. Additional barriers and coin operated machines were being installed in this car park. With the introduction of the nominal charge the period of parking time would be extended from 10 to 20 minutes. The improvements should be completed and the new arrangements in operation by the end of May.
- (c) the proposed hotel project was proceeding and it was anticipated that ground work would commence at the end of the summer with construction of the hotel commencing at the end of 2011. The hotel was expected to open in 2013.

Councillor Patch enquired of the reason for stopping people using the Downside Road entrance a few weeks previously.

Alan Davies explained that this was a temporary measure in connection with the roadworks on the A38. The Airport had considered the concerns expressed by Wrington Parish Council that the new drop off zone car park would lead to an increased use of Downside Road. Part of the current improvements to the car parks would include the renewal of signage at the Downside Road entrance.

Councillor Iles stressed the importance of making the new signage for the two drop off zone car parks clear and concise to avoid unnecessary confusion for motorists.

Robert Sinclair confirmed that the Airport was undertaking a comprehensive upgrade of signage to all car parks. The Airport had engaged experts in human psychology to advise on the format and content of the new signage. Nevertheless it was anticipated that there would still be some confusion for a period of time. The Airport was seeking to learn from experiences elsewhere to minimise the amount of confusion and would be distributing leaflets, providing additional staff in the drop off zone car parks and large signage. The Airport was doing everything it could to be as prepared as possible and would respond to complaints as and when they arose. The principal reason for the changes to the car park equipment was to ensure compliance with Payment Card Industry requirements.

In response to a question from Mr. Heaford, Robert Sinclair explained that passengers using drop off zone 2 car park could either walk to the Terminal Building or catch an internal bus from

a nearby stop. There would, however, be no covered walkway from DOZ2 car park as there was from the existing DOZ car park.

(d) Closure of Filton Airport

Robert Sinclair advised that, with the recent announcement of the closure of Filton Airport, there could be implications for Bristol Airport in the fullness of time. Airbus currently operated small charter flights for its own use at Filton which would need to be relocated elsewhere.

Mr. Heaford enquired whether, with the closure of Filton Airport, additional mail flights would be centred on Bristol Airport.

Robert Sinclair thought this was unlikely. The loss of Filton Airport was more likely to lead to the consolidation of mail flights at other airports.

(e) Recruitment

Robert Sinclair explained that there were a number of recruitment opportunities being advertised around the Airport at the moment to secure additional workers to cover the forthcoming peak season. The Airport was recruiting seven seasonal hosts to assist around the Terminal Building. These posts would afford the appointees work experience. Many of the applicants were travel and tourism graduates or foreign language speaking graduates.

In response to a question from Mr. Taplin, Robert Sinclair explained that the Ground Transportation Team covered all modes of transport including internal buses, the Flyer service and taxis.

Councillor Iles enquired whether seasonal work at the Airport was open to all people regardless of age, qualifications or experience.

Robert Sinclair confirmed this to be the case.

Councillor Burn enquired whether the increasing price of oil would have an impact on the Airport's business.

Robert Sinclair, in response, explained that the World was experiencing a spike in the price of oil at the moment due to the unrest in the Middle East. Whether this rise would be permanent remained to be seen but it was generally felt that this was unlikely. The price of oil was very much driven by the market. Airlines hedged the price of oil and the current market price would have a limited, or no effect, through the forthcoming summer season. If the price remained at the present level for the remainder of this year and into next year it would then have some effect on airlines. However it would have an even greater impact on the rest of the economy.

RESOLVED - that the information be noted.

1279. POLICING AT THE AIRPORT

Inspector Dave Stokes advised that -

- (a) recorded crime increased by 7 incidents to 23 incidents for the first quarter of 2011. This

trend was consistent with a rise in crime experienced throughout the Avon and Somerset Police area during this period.

- (b) despite this rise, crime was not a major problem at the Airport.
- (c) 47 arrests had been made for various offences during January, February and March compared with 15 during the same period in 2010.
- (d) the police at the Airport had increased the number of patrols to Felton and Felton Common in an endeavour to combat the nuisance caused by motorcyclists and inconsiderate parking. By and large members of the public were heeding the advice they were given. However one individual had been reported driving his vehicle on the Common to exercise his dog.

Dave Stokes again paid tribute to the Airport for the installation of the new digital CCTV which had assisted the Police in identifying an individual who had stolen the passports of a couple whilst passing through security. The Police were able to stop the individual concerned on his return to the Airport. He admitted the offence. Unfortunately he had left the two passports in the Czech Republic. Arrangements were made for the passports to be sent back to the UK and returned to the couple concerned. The Police had cautioned the individual but agreed that they would not pursue the matter further if he made full restitution to the couple concerned. If he defaulted on this undertaking he would be prosecuted for the original offence.

RESOLVED - that the information be noted.

1280. STATISTICS

(a) Passenger

The Committee received a report, a copy of which is inserted in the Minute Book, setting out comparable passenger statistics for the three months period 1st January to 31st March 2010 and 2011.

(b) Aircraft Movements

The Committee received a report, a copy of which is inserted in the Minute Book, setting out comparable aircraft movements for the three months period 1st January to 31st March 2010 and 2011.

(c) Flyer Volumes

The Committee received a graph, a copy of which is inserted in the Minute Book, setting out the total passenger volumes for the Bristol Flyer Coach Service for the period January 2003 to March 2011.

Mr. Taplin enquired of the difference between the Flyer pax and the BRS pax and was advised by Robert Sinclair that the graph showed the number of people using the Flyer bus service as compared with the total number of passengers passing through the Airport. As could be seen from the graph the growth in the Flyer service numbers exceeded the growth in total passenger numbers using the Airport.

Mr. Heaford enquired how many of the total number of passengers using the service in the year up to the end of March were employees at the Airport. Alan Davies indicated that the total number of journeys for the year to the end of March 2011 was 560,000 of which approximately 490,000 were air passengers and approximately 65,000 were employees.

RESOLVED - that the reports and graph be noted.

1281. NOISE MANAGEMENT

The Committee received a report, a copy of which is inserted in the Minute Book, identifying the number of complaints relating to noise received on a monthly basis for the period 1st January to 31st March 2011; the number of aircraft movements during the same period; the reasons for the complaints; and the locations the complaints had emanated from.

RESOLVED - that the report be noted.

1282. SERVICE QUALITY REPORT

The Committee received a report, a copy of which is inserted in the Minute Book, identifying customer feedback and complaints on services provided by the Airport for the period 1st January to 31st March 2011.

The Chairman drew attention to the top three general complaints received each month for the first quarter of the year with particular reference to the walkway and the clear bag policy.

Robert Sinclair explained that the number of complaints received in respect of the walkway had reduced significantly over the past year but it was unlikely they would be eliminated altogether. This reduction resulted from the provision of additional assistance for passengers using the walkway and increased awareness amongst passengers. The complaints relating to the Airport's clear bag policy referred to the charge for supplying clear bags at the Airport when passengers had not come suitably prepared.

Councillor Patch explained that when she had passed through the Airport recently she had witnessed security searching a person wearing a surgical corset and asked whether such searches could not be conducted in greater privacy.

Chris Ware indicated that a private search room was available but some passengers refused the offer of the use of this facility. The Airport was working closely with the NHS and patient representative groups to try to ensure that searches of passengers with medical conditions were conducted in such a way as to preserve the individual's dignity.

RESOLVED - that the report be noted.

1283. PEOPLE UPDATE

The Committee received a report, a copy of which is inserted in the Minute Book, advising of current developments.

RESOLVED - that the report be noted.

1284. CHARITABLE AND COMMUNITY PROJECTS AND TRUST FUND DONATIONS

The Committee received a report, a copy of which is inserted in the Minute Book, advising of community and charitable work undertaken in the local community for the period 1st January to 31st March 2011.

Councillor Willis thanked Robert Sinclair for acting as a judge at a fund raising event on 5th March 2011 on the Grand Pier at Weston-super-Mare in aid of the Domestic Abuse Charity she was involved with. The evening had raised some £1,000 for the charity.

RESOLVED - that the report be noted.

1285. BRS PRESS RELEASES

The Committee received copies of BRS press releases issued during the period 11th January to 28th March 2011, copies of which are inserted in the Minute Book.

The Chairman said that it was very helpful for Members of the Committee to receive copies of the Airport's press releases at its meetings.

Councillor Willis explained that she had met a couple at a recent event who had photographs of passengers being led blindfolded across the airfield at Whitchurch and had suggested that they contact the Airport to discuss the possibility of copies of the photographs being incorporated in the display on the history of the Bristol Airport.

The Chairman asked whether the display on the history of the Airport could be made available at other locations.

Robert Sinclair indicated that the Airport was very keen to assemble as much information as possible on its history and would very much like to see the photographs. The display on the history of the Airport was currently located in the Terminal Building. He also advised that he would shortly be visiting Lisbon.

RESOLVED - that the BRS press releases be noted.

1286. MINUTES - ENVIRONMENTAL EFFECTS WORKING PARTY

The Minutes of the last meeting of the Environmental Effects Working Party held on 13th April 2011, a copy of which is inserted in the Minute Book, were tabled at the meeting.

Councillor Bollen pointed out that she had been attributed as representing the wrong parish council in the list of those attending the meeting.

Alan Davies apologised for this error and indicated that the date shown in the minutes in respect of the proposed meeting with Wrington Parish Council was also incorrect.

RESOLVED - that, subject to the amendment of these two errors, the Minutes of the Environmental Effects Working Party held on 13th April 2011 be noted.

1287. ITEMS OF GENERAL INTEREST

(a) Developing a Sustainable Framework for UK Aviation - Scoping Document

The Committee received a report, a copy of which is inserted in the Minute Book, advising of the publication of the Government's scoping document - Developing a Sustainable Framework for UK Aviation which was the subject of consultation until 30th September 2011.

Mr. Durie explained that Business West would like to work with the Airport in framing a response to the Government's Scoping Document - Developing a Sustainable Framework for UK Aviation. Future connectivity was vital for businesses and the economy of the South West. The Bristol Chamber of Commerce had drawn up a vision for the Bristol area to 2050 and the Airport was a key factor in that. The vision was based on the Chicago experiment of 1909 when that City had set goals for development over a fifty year period. By 1959 the City had achieved its goals demonstrating that planning on a long term basis could be effective.

Councillor Burn enquired whether the Consultative Committee would be responding to the consultation on the scoping document.

The Chairman indicated that it was unlikely that it would be possible to secure a consensus to facilitate a response to the scoping document. However the scoping document and consultation process was being brought to the attention of Members as the organisations/local authorities they represented may wish to make a response.

RESOLVED - that the report be noted.

(b) Air Passenger Duty - Consultation

The Committee received a report, a copy of which is inserted in the Minute Book, outlining the Government's consultation on the reform of air passenger duty which runs until 17th June 2011.

RESOLVED - that the report be noted.

(c) Reforms to Air Travel Organisers' Licensing (ATOL)

The Committee received a report, a copy of which is inserted in the Minute Book, advising of the Government's proposed reforms to ATOL which will be the subject of consultation on the detail in the Spring.

RESOLVED - that the report be noted.

(d) Changes to CAA Structure

The Committee received a report, a copy of which is inserted in the Minute Book, advising of proposed changes to the CAA structure.

RESOLVED - that the report be noted.

(e) Changes to the System of Representation for Air Travellers

The Committee received a report, a copy of which is inserted in the Minute Book, outlining the CAA's consultation on the role and composition of the new independent body to represent passengers' interests (Aviation Consumer Advocate Panel) which will replace the existing Air Transport Users' Council (AUC).

RESOLVED - that the report be noted.

(f) Laser Crime

The Committee received a report, a copy of which is inserted in the Minute Book, advising that the CAA had launched a campaign to raise awareness of laser crime against aircraft amongst law enforcement bodies.

Councillor Willis enquired whether something could be put on the Airport's website to make people aware of laser crime and the channels for reporting such incidents.

Inspector Dave Stokes explained that two police officers at the Airport were specifically engaged on special projects and were responsible for co-ordinating and responding to this type of event. Avon and Somerset Police had received 59 reports of laser offences during the last financial year, not all of them relating to the Airport. These incidents had led to a number of arrests. The police helicopter was used to help identify the source of the firing of lasers. There was a growing awareness throughout the Police Force of the dangers this type of incident presented. The Police welcomed members of the public reporting such incidents and were anxious to enlist the help of elected members who had a wealth of local knowledge.

RESOLVED - that the report be noted.

(g) Airports Response to Freezing Temperatures and Heavy Snow

The Committee received a report, a copy of which is inserted in the Minute Book, advising that minimum service and quality requirements at European airports are likely to form part of the legislative proposals in the EU's Airport Package due later this year.

RESOLVED - that the report be noted.

(h) EU Transport 2050 Strategy

The Committee received a report, a copy of which is inserted in the Minute Book, outlining the key goals contained in the European Commission's Transport 2050 Strategy adopted on 30th March 2011.

RESOLVED - that the report be noted.

1288. ANY OTHER URGENT BUSINESS

Councillor Willis indicated that she had been a member of the Consultative Committee for some eight years. She was standing for re-election on 5th May 2011 and whilst she very much hoped that she would be re-elected and reappointed as the representative for Weston-super-Mare Town Council on the Consultative Committee there were no guarantees. In the circumstances

she indicated that she would like to take this opportunity to express her thanks to the Airport and the Consultative Committee for the support and assistance she had received over the past eight years.

The Chairman wished those members standing for re-election on the 5th May 2011 all the very best and thanked them for their invaluable contribution to the work of the Consultative Committee

1289. DATE OF NEXT MEETING

The Chairman advised that the next meeting of the Committee, which was the Annual General Meeting, would be held at 2.30 pm on Wednesday, 27th July 2011.

There being no further business the meeting was declared closed.

