

**MINUTES OF A MEETING OF THE
BRISTOL AIRPORT CONSULTATIVE COMMITTEE
HELD IN THE BRISTOL ROOM AT BRISTOL AIRPORT,
ON WEDNESDAY, 3RD NOVEMBER 2010 AT 2.30 PM**

Present:

Peter Lacey	Chairman
Robert Sinclair	Chief Executive, Bristol Airport
Simon Spooner	CBI
Robert Durie	GWE Business West
Peter Taplin	SW Region and Bristol TUC
Councillor Colin Smith	Bristol City Council
Councillor Jill Iles	North Somerset Council
Councillor Roz Willis	Weston-super-Mare Town Council
Councillor Basil Bucknell	Backwell Parish Council
Councillor Colin Timson	Chew Valley Cluster of Parishes
Councillor Hilary Burn	Cleeve Parish Council
Councillor Gill Patch	Winford Parish Council
Councillor Christine Turton	Wrington Parish Council

Also in attendance:

Alan Davies, Planning and Environment Director, Bristol Airport
Jacqui Mills, Public Relations Manager, Bristol Airport
Mike Littleton, Community Relations Manager, Bristol Airport
James Gore, Head of Communications, Bristol Airport
Chris Ware, Head of Security, Bristol Airport
Gus Paterson, General Manager, NATS
Richard Kent, Head of Development Management, North Somerset Council
Margaret Thornton, Secretary

1235. APOLOGIES FOR ABSENCE

Apologies for absence were received from David Milner, Airlines, Pat Murphy, GTMC/ABTA, Councillor Peter Edwards, Bath & North East Somerset Council, Councillor Jane Bollen, Yatton Parish Council and Inspector Dave Stokes, Avon and Somerset Police.

1236. 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.

1237. MINUTES - 28TH JULY 2010

The Minutes of the meeting of the Airport Consultative Committee held on 28th July 2010, copies of which had been previously circulated, were submitted for approval and adoption.

RESOLVED - that the Minutes of the meeting held on 28th July 2010 be confirmed as a correct record and signed by the Chairman.

1238. MEMBERSHIP OF THE COMMITTEE

Members were advised that Councillor Basil Bucknell had been appointed to represent Backwell Parish Council on the Committee and replaced Councillor Shirley Pope who had resigned due to the pressure of other commitments.

A letter had been sent to Councillor Pope, on behalf of Members, thanking her for her services to the Committee and the Environmental Effects Working Party.

The Chairman welcomed Councillor Bucknell to the meeting.

RESOLVED - that the information be noted.

1239. PRESENTATION BY GUS PATERSON, GENERAL MANAGER, AIR TRAFFIC SERVICES

Gus Paterson advised Members that -

- (a) NATS had been responsible for providing an air traffic control service at Bristol Airport since 2006. Prior to that time the Airport provided its own service.
- (b) the service operated 24 hours a day, seven days a week, with a team of 25 controllers, 7 assistant controllers and 3 engineers.
- (c) the prime objective of the service was to deliver sustainable safety and capacity for the Airport and ensure the arrival and departure of air traffic in a safe and orderly manner.
- (d) the airspace comprised the Bristol Control Zone (CTR) and Control Area (CTA) plus an area of 'delegated' airspace. The controlled air space around the Airport had been introduced in 2006.
- (e) the Control Zone extended from the surface to 6000 feet for 10 miles around the Airport in respect of air traffic control services. Outside of the Control Zone the controlled air space did not extend down to the surface and aircraft could fly under it.
- (f) it was the policy of the Government to keep controlled airspace over the UK to a minimum. There were no controls over aircraft flying outside of controlled air space.
- (g) the Control Service only needed to know the position of an aircraft relative to other aircrafts. It did not get involved in track keeping. As long as the pilot was flying the best track for arrival the Control Service did not interfere.
- (h) in addition to the services provided for the Airport NATS also provided a lower airspace radar service on request.

- (i) an Aerodrome Control Instrument and approach control surveillance were used to monitor aircraft entering and leaving the controlled airspace.
- (j) it was not the policy of the Control Service to intervene with general aviation traffic and only limited advice was given on request.

In response to a request for a copy of the presentation from Councillor Turton, Gus Paterson indicated that he could provide a copy but would not wish Members to share the maps with other people. He explained that Members were welcome to visit the Control Tower by arrangement and see the service in action for themselves.

Councillor Turton indicated that, in the circumstances, she would make arrangements to visit the Control Tower.

Councillor Timson referred to the issue of noise complaints emanating from Pensford and expressed the view that if the complainant could receive a presentation similar to that given to Members it might increase his understanding of aircraft movements.

Gus Paterson indicated that commercial aircraft were required to keep three miles and 1000 feet apart in controlled airspace.

Mike Littleton undertook to extend a further invitation to the complainant from Pensford to visit the Control Tower.

In response to questions from Councillor Burn, Gus Paterson explained that -

- (a) aircraft landed into the wind and a head wind did not therefore give rise to any difficulties. Problems could occur, however, with cross winds and, given its elevated position, the Airport encountered a fair number of cross winds. He could not recall any aircraft having to be diverted to another airport because of cross winds and in fact the Airport was more likely to receive aircraft diverted from other airports due to bad weather because it had a category 3 landing system.
- (b) the departure of an aircraft was the responsibility of the Captain. Prior to take off the pilot would view the on board radar which would identify weather conditions in different colours for a distance of 10 miles from the Airport. The pilot would then advise the Control Tower one of three things - 'wait', 'go but turn immediately on departure' or 'happy to go'.
- (c) the weather condition pilots most disliked was thunder and lightning.
- (d) it was necessary to strike a balance in certain circumstances and adopt the option which offered the least worst impact.

Councillor Burn asked how many aircraft turned off track during a week.

Mike Littleton indicated that less than 3% of all traffic turned off track.

Mr. Taplin enquired what percentage of the conversation between the aircraft and the Control Tower was recorded and Gus Paterson indicated that everything was recorded including conversations between controllers within the Tower and telephone calls. The recordings were kept for a minimum of 30 days but in the majority of cases, because the recording system was new and had a good storage capacity, it was possible to keep records for longer before they were recorded over.

Councillor Patch referred to the low flight path of the A380 into Filton. Gus Paterson advised that aircraft going into Filton flew outside of the Airport's Controlled Airspace and as long as there was no risk to traffic using the Airport NATS did not interfere. By the time aircraft going into Filton reached the vicinity of the Airport the pilot could already see Filton airfield.

The Chairman thanked Gus Paterson for his presentation and answering Members' questions.

RESOLVED - that the information be noted.

1240. PLANNING APPLICATIONS UPDATE

(a) The Airport's Planning Application

Alan Davies advised Members that -

- (a) at the last meeting the Committee had been advised that North Somerset Council's Planning and Regulatory Committee, at a special meeting on 24th May 2010, had resolved to approve the Airport's application subject to referral to the Secretary of State, the entering into of a Section 106 Agreement and 70 conditions.
- (b) the application had been submitted to the Secretary of State on 27th May 2010.
- (c) a letter dated 17th September 2010 had been sent to North Somerset Council by the Government Office for the South West advising that the Secretary of State did not consider that intervention was justified in respect of this application and its determination therefore rested with the Council.
- (d) negotiations were proceeding to finalise the Section 106 Agreement. When the Section 106 Agreement was signed a decision notice would be issued.

Councillor Burn enquired when the decision notice was likely to be issued and Alan Davies indicated that it was anticipated this this would occur in the near future.

(b) Planning Application for the Proposed Hotel

Alan Davies advised Members that Pedersen Hotels' planning application for the construction of a 251 bed hotel with limited car parking to the South West of the Terminal Building had been approved by North Somerset Council's South Area Planning Committee on 13th October 2010 subject to nine conditions and the decision notice had been issued.

Councillor Timson pointed out that Wessex Water had expressed concern about the capacity of

the existing sewerage system to take the additional effluent likely to be generated by the proposed developments at the Airport and had asked for a holding condition to be placed on the applications pending further discussions. No meeting had yet taken place to discuss this issue and he enquired when this was likely to happen. This matter was of particular interest to people living in the Chew Valley as the existing foul water system drained in that direction.

Alan Davies explained that both planning consents contained conditions relating to drainage details but the condition attaching to the proposed hotel was not a holding condition. The conditions would have to be discharged before any development commenced. Until the decision notice was issued for the Airport's planning application there was only a limited amount of progress which could be made in this matter. It had already been established that the surface water ingress into the sewerage system was not from the Airport.

Councillor Timson asked if he could be advised by email of the process and timescale for dealing with this matter.

RESOLVED - that the information be noted.

1241. QUESTION TO THE AIRPORT MANAGEMENT

The Committee received a question to the Airport Management submitted by Councillor Burn a copy of which is inserted in the Minute Book.

Alan Davies advised that -

- (a) noise and track keeping information was incorporated in the annual Operations Monitoring Report.
- (b) the noise levels recorded by the Airport's noise monitors had been compared with the noise infringement levels applied at other UK Airports and in 2009 the noise levels at the Airport had fallen below the most stringent noise infringement levels imposed elsewhere.
- (c) the information being supplied by the Tracker showed that track keeping by aircraft using the Airport was very good.
- (d) the Airport was committed to introducing a penalty scheme within the Section 106 Agreement attaching to the Airport's planning application and the Noise Action Plan.
- (e) such penalty scheme was intended to improve performance and not designed to discourage the use of the Airport.
- (f) the Noise Action Plan had yet to be adopted by Defra and the Section 106 Agreement was in the process of being finalised with North Somerset Council.
- (g) the scheme would need to apply to both runways and as the Littleton Hill monitor only came on line earlier this year not enough data had yet been accumulated from this monitor to enable the Airport to make a robust assessment of performance against the noise preferential routes. At least a year's data was required for such an

assessment and this would not be available until 2011.

- (h) before any scheme could be introduced the Airport was required to consult with the airlines in accordance with the European Charges Directive which would come into force early next year and the Civil Aviation Act 2006.
- (i) it was envisaged that consultation would take place with the airlines in 2011 and that penalties would be incorporated in the Airport's annual review of its fees and charges in 2012.

Councillor Burn asked whether airlines would be penalised for making early turns and was advised by Alan Davies that penalties would not apply for early turns if they were made for a good reason.

Gus Paterson explained that military aircraft had security category B clearance and did not come within the civil aviation remit. Any complaints with regard to these aircraft would best be made to the Government through the local Member of Parliament. Police aircraft also used category A/B clearance in certain circumstances.

Councillor Burn enquired what circumstances would lead to an infringement and penalty.

Alan Davies indicated that the details were yet to be developed and the Airport would need to consult with the airlines in respect of the charges. In line with practice elsewhere it was expected that the track keeping penalties would be applied for persistent failure to operate on noise preferential routes without good reason. The Tracker enabled the Airport to check the route of an individual aircraft and the validity of complaints about track keeping.

Councillor Burn asked if the Airport could write to the Parish Councils to clarify the situation with regard to infringements and penalties.

Gus Paterson advised that the Tracker was designed to provide evidence where traffic was wilfully not flying the proper routes. The majority of airlines using Bristol Airport used modern aircraft and were very good at track keeping. The type of traffic using the Airport meant that it did not experience the levels of track keeping violations encountered at some other airports in the UK where the traffic type was more diverse.

Councillor Burn asked if, given that penalties could not be introduced until after the Section 106 Agreement had been finalised, the Noise Action Plan approved and consultation had taken place with the airlines, the Noise Monitoring Report could distinguish between those aircraft which had departed from the preferred routes for a valid reason and those which had not. She expressed the view that it was very important that infringements without a valid reason were the subject of penalties.

Robert Sinclair emphasised that the Tracker was a mechanism by which the Airport could identify where there was a violation. Failure to keep to certain routes would not necessarily lead to a penalty and this was a misconception which needed to be addressed. Any proposal to introduce a blanket penalty for failure to keep to the noise preferential routes, no matter what the reason, would not be acceptable to the airlines.

James Gore suggested that the question of the introduction and application of penalties could be addressed at the forthcoming meeting with Parish Council representatives on 1st December 2010. Robert Sinclair concurred with this suggestion.

RESOLVED - that the information be noted.

1242. CHIEF EXECUTIVE'S REPORT

(a) Overview of Current Activities

Robert Sinclair advised that -

- (a) the press releases enclosed with the papers for the meeting outlined items relating to, and activities which had taken place at, the Airport over recent months.
- (b) the Airport was now past its peak summer season. The summer season had been very busy with passenger volumes similar to 2008 and 2009. This had placed pressure on the infrastructure and staffing. The customer experience during the summer peak period was not something the Airport was proud of with queues to go through security particularly during the early morning. Immigration had also experienced extreme pressure but this service was not within the control of the Airport.
- (c) the new Western Walkway had brought about a significant reduction in bussing activity on the Airport apron during the peak summer period. The number of passengers bussed to aircraft had reduced from approximately 50% to 20%. After the initial peak of departures early in the morning most aircraft were able to use a contact stand during the remainder of the day. Passengers had taken a while to get used to the new facility and complaints had been received about the length of the walkway and passengers not being aware of the distance involved. In the light of these complaints the Airport had put in place a number of measures to improve the situation for passengers. The number of complaints had subsequently reduced but the walkway was still proving an issue with passengers.
- (d) the Winter season invariably saw a steep reduction in passenger volumes for some three to four months. However the Airport was seeing strong sales in key areas such as the ski programme and bucking the trend in several other areas.
- (e) this quieter period afforded the Airport time in which to pursue important training for employees and much needed maintenance.
- (f) the Airport had commissioned a new mural to be erected in the arrivals section of the Western Walkway. The mural depicted many of the key features and tourist attractions across the South West in a more challenging way and it was hoped it would provide a stimulating welcome to inbound passengers to the West Country.
- (g) the further rise in Air Passenger Duty from 1st November 2010 had been the subject of considerable adverse publicity in recent weeks. This increase was not helping inbound tourism and was placing a significant burden on the cost of air travel which was a major

issue for airlines and the aviation industry. Both the airlines and aviation industry felt that this additional tax burden would be counter productive in that it could have a detrimental effect on air travel and not raise the tax revenues anticipated by the exchequer. The major reason for Continental Airlines withdrawing its service from Bristol was the rise in Air Passenger Duty. Passengers, particularly those travelling long distances, were now using hubs in Europe to escape the increased duty. The increase in passenger movements to the European hubs was bound to have a knock on effect on the environment.

- (h) the recent terrorist activity involving air cargo was of significant concern to the aviation industry in general. Fortunately there was no material impact on the Airport's business as with the exception of the Royal Mail the Airport did not have any dedicated cargo facilities. Nevertheless it highlighted the issue of airport security. Passenger safety was paramount but it was imperative that security measures and the reaction to threats were balanced.
- (i) Members were no doubt aware of a recent incident involving a Boeing 767 which damaged its outer aircraft fuselage. The aircraft would have to be repaired in situ and a temporary aircraft hangar was being erected on the south side of the Airport to facilitate its repair.
- (j) he had recently attended the Routes Conference in Vancouver. Following a hectic two days he had left with a positive view of the forthcoming year and the prospect of sustained growth from 2012 onwards.
- (k) an invitation had been extended to local Parish Councils to attend a Christmas briefing at the Airport at 6.30 pm on the 1st December 2010 in the Bristol Room.

(b) New Routes

Robert Sinclair advised that -

- (a) Thomson Airways had commenced its new service to Luxor that morning.
- (b) following the withdrawal by Ryanair of its flights into Belfast City Airport Flybe had introduced a twice daily service between Bristol and Belfast.
- (c) other new routes included Cape Verde and Edinburgh and in December Salzburg and Fuerteventura.

RESOLVED - that the information be noted.

1243. POLICING AT THE AIRPORT

Chris Ware explained that Inspector Dave Stokes could not be present at the meeting because it clashed with a meeting with the Muslim Community which he was required to attend and he had asked him to present his report.

He advised that -

- (a) the number of report crimes for the nine month period from 1st January to 30th September 2010 was 145 compared with 157 over the same period in 2009.
- (b) the number of arrests had however increased in 2010 and totalled 89 for the first nine months of the year compared with 77 over the same period in 2009.
- (c) there had been a notable increase in the number of drunken passengers on board flights both inbound and outbound during the three months to the end of October 2010. In eight cases the individuals concerned had been charged with being drunk on an aircraft and had appeared, or were due to appear, before Magistrates. Punishment had varied depending on the precise nature of the incident and had ranged from five months imprisonment to a fine.
- (d) on the 25th September a man had been arrested as he attempted to enter the country after £250,000 of heroin was found in his suitcase. He had been remanded in custody. The matter was being dealt with by the UK Border Agency.
- (e) a further multi agency taxi enforcement exercise had been conducted at the Airport on 22nd October 2010. 49 vehicles had been inspected and nine prohibition notices had been issued for having defective seat belts, illegal tyres, and an oil leak. There were also one unlicensed vehicle/drivers and one vehicle with an out of date test certificate.
- (f) some taxi drivers were taking avoidance action to circumvent being stopped during these exercises and North Somerset Council, VOSA and the Police were considering a change in tactics to thwart this. The taxi enforcement operations would continue.

Councillor Patch suggested that it should not come as a surprise that more people were getting drunk before they boarded an aircraft given that alcohol was available from 5.30 am. She enquired whether the Airport was able to exercise any control over the availability of alcohol.

Chris Ware indicated that all the licensed outlets at the Airport, including the Duty Free Store, acted responsibly to try to prevent people drinking too much. Unfortunately it was difficult to control people drinking when they did so secretly and in one instance a passenger had purchased a bottle of alcohol from the Duty Free Store and consumed it in the toilets before trying to board the aircraft.

In response to a comment from Councillor Turton, Chris Ware confirmed that items purchased in the Duty Free Store were placed in sealed bags before being handed to the customer but this did not prevent people from breaking the seal.

RESOLVED - that the information be noted.

1244. 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 nine month period 1st January to 30th September 2009 and 2010.

(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 nine month period 1st January to 30th September 2009 and 2010.

(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 September 2010.

Mr. Taplin explained that he had attended a meeting recently to discuss the discontinuation of bus services serving the Bedminster Down area of the City. Reference had been to the difficulties which would arise for people trying to get to South Bristol Crematorium and Cemetery. The First Bus Representative had suggested that members of the public could use the Bristol Flyer Service which had an intermediary stop at Kings Head Lane.

Alan Davies confirmed that members of the public regardless of whether or not they were going to or coming from the Airport could use the Bristol Flyer Service. However the service only had a limited number of stops and the cost of using it was generally more expensive than the First Bus services especially if people got on and off at an intermediary stop such as Kings Head Lane as they would be charged from and to the nearest official stop. Bus Passes could also be used on the Flyer service.

Councillor Smith indicated that it had been possible to secure an alternative bus operator to provide a replacement service in the Bedminster Down area on a trial basis. He also referred to a project being promoted in South Bristol to provide 'Homes for Hero's' and expressed the hope that the Bristol Flyer Service would provide employment opportunities for ex-service personnel.

RESOLVED - that the reports and graph be noted.

1245. 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 30th September 2010; the number of aircraft movements during the same period; the reasons for the complaints; and the locations the complaints had emanated from.

Councillor Burn asked if, in future, the report could distinguish between aircraft which had not adhered to the designated flight path for valid reasons and those which had not.

Airport Management agreed to investigate this possibility for future reports with a view to incorporating a section on violations.

RESOLVED - that the report be noted.

1246. 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 July to 30th September 2010.

RESOLVED - that the report be noted.

1247. PEOPLE UPDATE

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

In response to a question from Mr. Taplin, Robert Sinclair indicated that a number of names appeared in the report more than once because they were seasonal appointments which had started and concluded during the summer period.

RESOLVED - that the report be noted.

1248. COMMUNITY AND CHARITABLE WORK

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 July to 30th September 2010.

Jacqui Mills, in outlining the report, advised Members that she had a number of educational posters summarising the history of aviation which had been produced for BAC100 and she invited Members to avail themselves of copies for local schools, libraries etc.

Councillor Turton thanked the Airport, on behalf of Wrington Parish Council, for their financial support from the Community Fund.

In response to a question from Mr. Taplin, Jacqui Mills explained that the majority of financial support and support in kind was rendered to Bristol based organisations.

Councillor Smith advised that, as Lord Mayor of Bristol, he would shortly be launching his Christmas Appeal for 2010 which would benefit underprivileged children in the City of Bristol and indicated that any donations to the Appeal would be very welcome.

RESOLVED - that the report be noted.

1249. BRS PRESS RELEASES

The Committee received copies of BRS press releases issued during the period 1st June to 27th September 2010, copies of which are inserted in the Minute Book.

RESOLVED - that the BRS press releases be noted.

1250. MINUTES - ENVIRONMENTAL EFFECTS WORKING PARTY

The Committee received the Minutes of the last meeting of the Environmental Effects Working Party held on 13th October 2010, a copy of which is inserted in the Minute Book.

RESOLVED - that the Minutes of the Environmental Effects Working Party held on 13th October 2010 be noted.

1251. ITEMS OF GENERAL INTEREST

CAA Workshop on Accessible Air Travel

The Committee received a report, a copy of which is inserted in the Minute Book, summarising the key issues discussed at the Accessible Air Transport Workshop promoted by the CAA in May 2010 and identifying a number of ideas that the CAA planned to take forward with stakeholders.

Councillor Willis welcomed the conclusions reached by the CAA and asked whether the Airport was proposing to take these forward.

Jacqui Mills confirmed that the Airport was pursuing the CAA conclusions with OCS the Airport's service provider and arrangements were in hand for Sue Watson from OCS to make a presentation to the next meeting of the Committee.

RESOLVED - that the report be noted.

1252. DATE OF NEXT MEETING

The Chairman advised that the next meeting of the Committee would be held at 2.30 pm on Wednesday, 26th January 2011.

The Chairman extended his good wishes to Members and Officers for a happy Christmas and peaceful New Year.

There being no further business the meeting was declared closed.