

# **Bristol Airport**

## **2010**

### **Operations Monitoring Report**



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## 1. INTRODUCTION

Bristol Airport is committed to developing in a sustainable manner and controlling the adverse effects of its operations by minimising their impact on the environment and the local community. This report provides statistical information on the operational activities of the Airport, and their impacts, during 2010. It is the fifth comprehensive monitoring report prepared by the Airport.

## 2. AIRCRAFT MOVEMENTS<sup>1</sup>

There were a total of 69,134 aircraft movements in 2010 (compared with 70,245 in 2009 and 76,517 in 2008). The breakdown of aircraft movements is provided below.

	2010	2009	Change 2009 to 2010
<b>Air transport movements:</b>			
Cargo	955	983	-2.8%
Air taxi	35	40	-12.5%
Scheduled EU passenger aircraft	29,535	29,845	-1.0%
Scheduled other international passenger aircraft	2,245	2,061	+8.9%
Scheduled domestic passenger aircraft	16,081	15,950	+0.8%
Charter EU passenger aircraft	3,531	3,566	-1.0%
Charter other international passenger aircraft	1,398	1,346	+3.9%
Charter domestic passenger aircraft	43	45	-4.4%
<b>Total air transport movements (1)</b>	<b>53,823</b>	<b>53,836</b>	<b>0.0%</b>
Positioning flights (2)	1450	1220	+18.9%
Local movements (3)	0	4	-100.0%
<b>Non-commercial movements:</b>			
Test and training	0	0	-
Other	18	8	+125%
Flying club	7,336	7,823	-6.2%
Private	6,191	7,102	-12.8%
Official	0	0	-
Military	316	252	+25.4%
Business aviation	0	0	-
<b>Total non-commercial movements (4)</b>	<b>13,861</b>	<b>15,185</b>	<b>-8.7%</b>
<b>Total aircraft movements (1+2+3+4)</b>	<b>69,134</b>	<b>70,245</b>	<b>-1.6%</b>

<sup>1</sup>Data is as reported by the CAA at [www.caa.co.uk/airportstatistics](http://www.caa.co.uk/airportstatistics)

### 3. AIRCRAFT TYPES

The following table provides a breakdown of commercial aircraft that used Bristol Airport during 2010 by type:

Aircraft	No. of Movements	Aircraft	No. of Movements
<b>Jet</b>			
Airbus A319	21161	Canadair Challenger	2
Airbus A320	3359	Canadair CRJ	2
Airbus A321	102	Cessna Citation (all variants)	2
BAe Avro RJ-100	8	Embraer ERJ-135	26
BAe Avro RJ-85	14	Embraer ERJ-145	1597
BAe146-200	503	Embraer ERJ-190	34
Boeing 737-300	304	Fokker 70	1923
Boeing 737-500	62	Fokker 100	153
Boeing 737-700	192	Boeing (McDonnell Douglas) MD83	6
Boeing 737-800	10636	Boeing (McDonnell Douglas) MD87	4
Boeing 757-200	2981	Boeing (McDonnell Douglas) MD90	2
Boeing 757-300	4		
Boeing 767-300	127		
<b>Turboprop</b>			
Avions de Transport Régional ATR 42	2271	Dornier 228	11
Avions de Transport Régional ATR 72	921	Dornier 328	41
BAe Jetstream 32	4	Fairchild Metro/Merlin	58
BAe Jetstream 41	1221	Fokker 50	6
Beech Super King Air	28	Lockheed L188 Electra	16
BN Islander	14	Saab 340	298
BN Trislander	8	Saab 2000	532
De Havilland Canada Dash 8	9051	Shorts 360	2
De Havilland Canada DHC-6 Twin Otter	300		

#### 4. PASSENGER STATISTICS<sup>2</sup>

Statistics related to passenger numbers are tabulated below.

	2010	2009	Change
<b>Terminal passengers</b>			
Scheduled flights	4,822,437	4,687,008	+2.9%
Charter flights	900,745	928,192	-3.0%
Total terminal passengers	5,723,182	5,615,200	+1.9%
Transit passengers <sup>3</sup>	24,422	27,721	-11.9%
Total terminal and transit passengers	5,747,604	5,642,921	+1.9%
<b>Terminal passengers by type:</b>			
EU international services	4,059,226	3,976,666	+2.1%
Other international services	584,808	530,142	+10.3%
Total international	4,644,034	4,506,808	+3.0%
Domestic passengers	1,079,148	1,108,392	-2.6%

The average number of terminal passengers per commercial passenger carrying aircraft is shown below.

Average passengers on scheduled and charter flights			
Year	Charter	Schedule	Total
2002	182.06	58.26	78.59
2003	179.66	64.97	82.86
2004	182.06	72.74	87.38
2005	181.63	74.94	88.03
2006	179.18	76.75	88.99
2007	184.23	89.18	101.21
2008	183.09	95.78	105.43
2009	187.25	97.94	106.32
2010	181.16	100.76	108.33

<sup>2</sup> Data is as reported by the CAA at [www.caa.co.uk/airportstatistics](http://www.caa.co.uk/airportstatistics)

<sup>3</sup> i.e. passengers who arrived and departed on the same aircraft whilst transiting at Bristol International Airport

## 5. PASSENGER ROUTES

The ten most popular routes in 2010 were:

Destination	Passenger numbers	Destination	Passenger numbers
Belfast	267,462	Edinburgh	225,552
Dublin	266,793	Amsterdam	222,278
Alicante	257,548	Glasgow	199,795
Malaga	251,778	Paris	174,199
Palma	231,362	Faro	168,077

A total of 81 scheduled and 50 charter destinations were served by Bristol Airport in 2010.

## 6. RUNWAY USAGE

The runway at Bristol International Airport is aligned east/west. The runway designation is derived from the compass bearing of each direction. The westerly runway is known as runway 27 and the easterly runway as 09. Runway use is generally dictated by wind direction. The percentage of movements by runway direction since 2001 is given in the chart below. The average usage over the this period has been 69% Runway 27 and 31% Runway 09.

Year	Westerly (27)	Easterly (09)
2001	70%	30%
2002	67%	33%
2003	60%	40%
2004	75%	25%
2005	70%	30%
2006	70%	30%
2007	69%	31%
2008	73%	27%
2009	72%	28%
2010	67%	33%
Average	69%	31%

## 7. FLIGHT ROUTINGS

Figures 1 and 2 at Appendix A show indicative flight routes for easterly and westerly operations. Flight routes are shown as typical 3km swathes for departing aircraft on Noise Preferential Routings (NPRs) and arrivals which are established on final approach and are valid up to an altitude of 4,000 ft.

## 8. NOISE MONITORING

Bristol International Airport continually monitors aircraft noise using monitors at each end of the runway, near Felton, Winford and Congresbury. The Congresbury and Felton monitors are positioned in accordance with ICAO standards for noise monitoring of aircraft movements on runway 27. The Congresbury monitor is 6,500m from the start of roll. The Felton monitor is located 2,289m from the touchdown point, which corresponds with a point on the ground, on the extended centreline of the runway 120m vertically below the 3° approach path originating from a point 300m beyond the threshold. A further monitor located to the east of Winford, at Littleton Hill, is positioned to record the noise from aircraft departing on runway 09. This monitor is located 6500m from the start of roll for aircraft departing on runway 09.

The following table provides details of noise levels recorded at the Congresbury monitor in 2010, compared with 2009.

Month	2010			2009		
	Leq <sup>4</sup>	Lmax <sup>5</sup>	No of events >87 dB(A)	Leq	Lmax	No of events >87 dB(A)
January	60.4	88.9	2	60.3	89.2	5
February	61.2	91.2	1	59.7	92.5	1
March	61.3	91.8	5	60.0	85.6	0
April	60.3	89.7	2	59.7	89.3	3
May	60.0	86.8	0	59.7	99.6	1
June	59.8	91.3	1	59.3	103.7	1
July	60.0	84.4	0	59.3	85.9	0
August	60.4	99.9	5	59.2	90.1	0
September	60.3	84.3	0	59.6	90.8	6
October	60.7	96.4	2	60.3	89.6	3
November	61.4	96.4	2	61.5	89.8	3
December	60.3	90.0	5	61.2	88.5	6
<b>Overall</b>	<b>60.5</b>	<b>99.9</b>	<b>25</b>	<b>60.0</b>	<b>103.7</b>	<b>23</b>

Further details of noise levels for departing aircraft over the Congresbury monitor by operator and aircraft type are provided in the table below which lists the top twenty departures, by noise, from runway 27.

<sup>4</sup> Leq is the equivalent continuous sound level, the sound level of a steady sound having the same energy as a fluctuating sound over the same period i.e. the calendar month.

<sup>5</sup> Lmax is the maximum recorded noise level during the calendar month.

Date and time	SEL	Lmax dB(A)	Airline	Aircraft
02/01/10 19:36	94.0	84.9	Viking Airlines	Boeing MD83
23/08/10 11:36	87.8	82.7	Viking Airlines	Boeing 737-300
14/12/10 09:17	90.6	81.6	Thomson Airways	Boeing 757-200
15/05/10 17:12	90.1	81.6	Viking Airlines	Boeing 737-300
17/05/10 14:10	89.5	81.2	Viking Airlines	Boeing 737-300
14/08/10 05:30	89.1	81.2	Viking Airlines	Boeing 737-300
21/02/10 13:01	89.8	80.9	easyJet	Airbus A319
14/08/10 17:21	90.2	80.8	Viking Airlines	Boeing 737-300
14/08/10 07:05	89.2	80.8	Thomson Airways	Boeing 757-200
12/09/10 10:19	90.6	80.7	Thomson Airways	Boeing 767-300
18/06/10 06:29	89.0	80.7	Viking Airlines	Boeing 737-300
05/05/10 20:53	89.8	80.6	Viking Airlines	Boeing 737-300
31/01/10 15:50	89.7	80.6	Aurigny	BN Trislander
01/05/10 17:29	90.1	80.6	Viking Airlines	Boeing 737-300
23/07/10 17:10	89.3	80.6	Viking Airlines	Boeing 737-300
22/07/10 08:36	89.5	80.6	Viking Airlines	Boeing 737-300
26/09/10 10:47	89.3	80.5	Thomson Airways	Boeing 767-300
10/02/10 07:23	88.9	80.4	Ryanair	Boeing 737-800
08/08/10 04:51	89.2	80.4	Viking Airlines	Boeing 737-300
16/02/10 12:49	89.1	80.3	Ryanair	Boeing 737-800

Noise levels for the same period recorded at the Felton monitor are tabulated below.

Month	2010			2009		
	Leq	Lmax	No of events >87 dB(A)	Leq	Lmax	No of events >87 dB(A)
January	59.4	92.4	16	59.9	91.5	29
February	60.6	90.6	31	59.0	88.1	6
March	60.3	93.5	37	61.2	91.6	14
April	59.7	92.4	17	59.1	98.3	9
May	60.5	91.6	17	61.7	89.0	22
June	60.7	98.0	19	60.5	89.3	7
July	60.7	90.6	16	61.8	92.5	23
August	61.4	106.0	15	61.8	91.9	38
September	61.4	90.7	17	61.9	92.2	29
October	60.8	91.2	16	61.3	94.2	49
November	60.7	100.8	13	61.8	90.8	65
December	58.8	89.7	11	60.2	92.9	45
<b>Overall</b>	<b>60.5</b>	<b>106.0</b>	<b>225</b>	<b>60.9</b>	<b>98.3</b>	<b>336</b>

The noise levels of the top twenty noisiest departing aircraft from runway 09 recorded at the Littleton Hill noise monitor are tabulated below.

Date and time	SEL	Lmax dB(A)	Airline	Aircraft
10/08/10 14:33	90.1	82.3	Thomson Airways	Boeing 757-200
18/11/10 10:36	91.0	81.1	Thomson Airways	Boeing 757-200
18/11/10 09:39	89.4	80.7	Ryanair	Boeing 737-800
29/12/10 10:14	89.2	79.9	Thomson Airways	Boeing 757-200
24/03/10 20:24	89.3	79.9	Ryanair	Boeing 737-800
12/10/10 14:04	88.8	79.8	Thomson Airways	Boeing 757-200
26/08/10 08:15	87.7	79.7	Viking Airlines	Boeing 737-300
16/11/10 13:26	88.1	79.6	Ryanair	Boeing 737-800
10/08/10 16:06	87.9	79.5	Ryanair	Boeing 737-800
15/11/10 09:32	89.3	79.5	Thomson Airways	Boeing 757-200
31/10/10 07:07	89.1	79.5	Thomson Airways	Boeing 757-200
06/03/10 14:01	88.9	79.3	Thomson Airways	Boeing 757-200
16/11/10 12:56	87.8	79.3	Ryanair	Boeing 737-800
25/08/10 12:24	88.1	78.9	Ryanair	Boeing 737-800
18/11/10 10:39	87.7	78.9	easyJet	Airbus A319
17/10/10 11:17	87.9	78.9	Thomson Airways	Boeing 757-200
26/08/10 06:42	87.0	78.8	Ryanair	Boeing 737-800
27/08/10 12:26	87.2	78.7	Ryanair	Boeing 737-800
11/03/10 06:45	87.9	78.6	Ryanair	Boeing 737-800
27/08/10 11:16	87.1	78.6	Ryanair	Boeing 737-800

Technical problems have continued to have been experienced with the power supply to the Littleton Hill monitor in 2010 and the collected data may be incomplete. Steps are being taken in 2011 to overcome this problem.

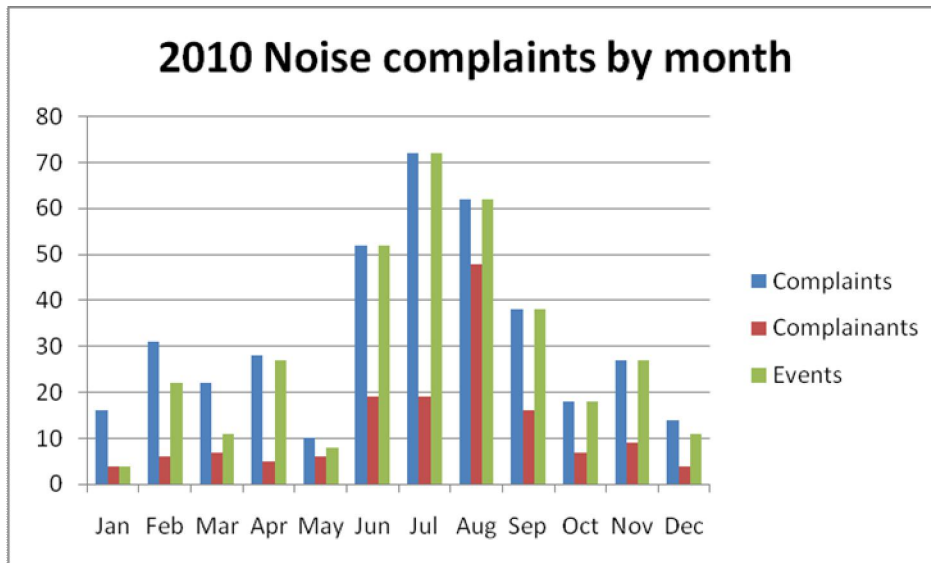
## 9. NOISE COMPLAINTS

Bristol Airport operates a dedicated noise complaint telephone number, an email address and a web based system for logging and tracking complaints at [www.bristolairport.co.uk](http://www.bristolairport.co.uk). Noise complaints can also be received by post. During 2010 a total of 387 complaints relating to aircraft operations from Bristol were received through these communication channels. This compares with a total of 361 in 2009. Complaint statistics are tabulated below.

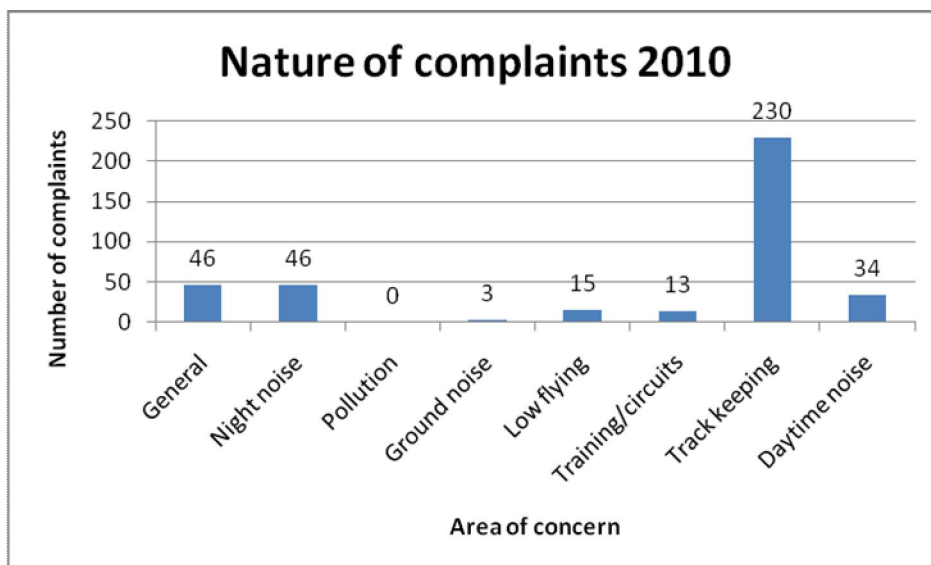
	2010	2009
Total number of complaints	387	361
Number of complainants	150	162
Average number of complaints per complainant	2.58	2.22
Number of aircraft movements per complaint	179	195

It should be noted that 39% of complaints in 2010 were received from one individual in Pensford.

Monthly complaint figures are shown below.



The following chart provides details of the nature of complaints for 2010.



The table below identifies the main areas from which complaints were received in 2010, compared with 2009.

Location	Number of complaints	
	2010	2009
Bath	34	34
Bristol	13	20
Chew Magna/Chew Stoke	11	20
Cleeve	54	19
Congresbury	1	7
Dundry	4	26
Felton/Winford	6	5
Kenn	25	25
Pensford	161	141
Weston-super-Mare	18	3
Wrington	1	11
Yatton	18	7
Other areas	37	43
Total	387	361

## 10. NIGHT NOISE QUOTA USAGE

Night time operations at Bristol International Airport are controlled by a noise quota system. The restrictions specify a night period (23.00-07.00) during which time the noisiest types of aircraft may not be scheduled to land or take off. In addition, between 23.30 and 06.00, the night quota period, aircraft movements are restricted by a noise quota limit. Aircraft count against the noise quota according to their quota count (QC) classification.

The quota count itself is related to the noise classification of aircraft as set out in a formal notice published by the CAA on a regular basis. The restrictions allow for dispensations to be given in certain circumstances and there are provisions for dealing with delayed departures and early arrivals. The quota limits are set on a seasonal basis, defined by the period of British Summer Time. The summer season is therefore about seven months long for which a current quota count limit of 1,260 applies. The winter season is about five months long for which a current quota count limit of 900 applies. Up to 10% of the noise quota, if not used in the current season, is carried over to the following season. Similarly up to 10% of the next season's quota may be anticipated in the event of an overrun. Any excess overrun is penalised in the following season at double the amount of the excess.

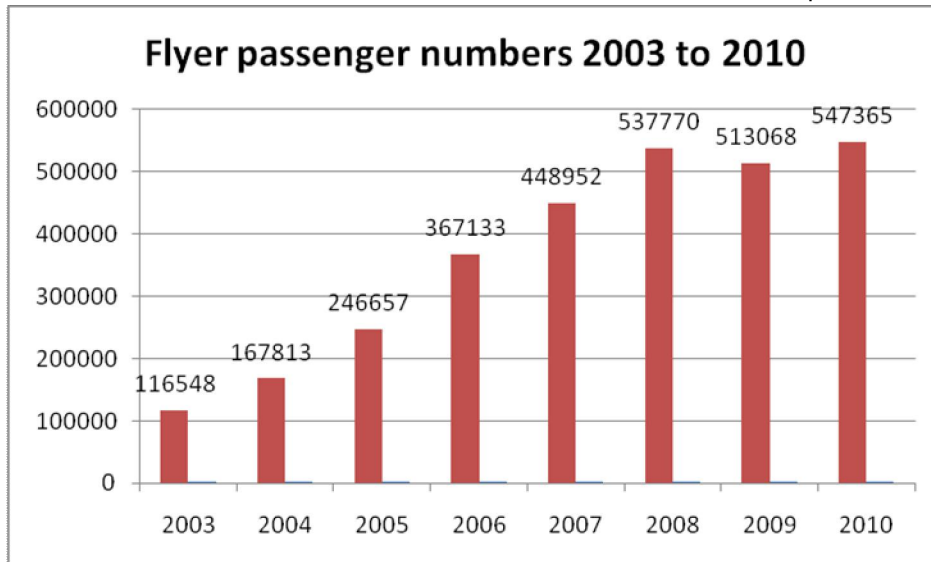
The following table records the night movements and quota usage since the system came into use.

Season		Night movements	Quota usage
Winter	1996/97	1,251	447.5
Summer	1997	2,334	1,124
Winter	1997/98	1,238	675
Summer	1998	2,492	1,351
Winter	1998/99	1,361	765
Summer	1999	2,940	1,294
Winter	1999/00	1,254	632.5
Summer	2000	2,564	1,239
Winter	2000/01	1,371	435.5
Summer	2001	2,999	1,230
Winter	2001/02	1,536	614
Summer	2002	2,655	1,150
Winter	2002/03	1,386	444.5
Summer	2003	2,960	1,378
Winter	2003/04	1,033	413.5
Summer	2004	2,082	1,288
Winter	2004/05	786	426
Summer	2005	2,183	1,225.5
Winter	2005/06	891	472.5
Summer	2006	2,181	1,138
Winter	2006/07	163	88
Summer	2007	2057	974.5
Winter	2007/08	939	451
Summer	2008	2322	1118.5
Winter	2008/09	831	326
Summer	2009	2146	940
Winter	2009/10	816	346
Summer	2010	2984	1375.5

## 11. PUBLIC TRANSPORT

The Bristol Flyer Airport Express is the mainstay of the airport public transport offer. The A1 and A2 Flyer services carried 547,365 passengers in 2010, an increase of 7% compared with the previous year (against an increase in air passengers of 2%). The First Avon and Somerset 121 bus between Weston-super-Mare and Bristol via Bristol International Airport and the National Express 404 and 406 coach services also carry passengers to the Airport. Taking into account patronage of these other services it is estimated that about 8.6% of air passengers used public transport for their journey to or from the Airport in 2010 (up from 8.2% in 2009). The Flyer coach service is available to airport staff for a nominal charge and plays a valuable role in getting employees to work.

Passenger numbers on the Bristol Flyer over the past eight years are shown below.



## 12. TRAFFIC

A traffic counter, managed by North Somerset Council, is installed on the main airport entrance road recording traffic movements into and out of the airport. Data from the past five years shows that September generally sees the highest airport traffic flows. This is also the period when background traffic flows on the surrounding road system are not influenced by holidays and the two flows combined will be at their highest.

The morning peak on the main airport entrance is generally at 05:00 for inbound traffic and 10:00 for outbound traffic, reflecting the morning peaks for departures and arrivals. The afternoon/evening peak for inbound traffic is in the early afternoon and around 17:00 for outbound traffic. The highest flows are seen in the morning inbound peak and the evening outbound peak. Data for September from 2005 to 2010 are tabulated below.

		2010 vehicles	2009 vehicles	2008 vehicles	2007 vehicles	2006 vehicles	2005 vehicles
12 hour, 07:00 to 19:00 average daily traffic flow	In	4,524	4,728	4,818	4,755	4,993	4,909
12 hour, 07:00 to 19:00 average daily traffic flow	Out	4,510	4,698	4,767	4,646	4,914	4,818
24 hour daily traffic flow	In	7,497	7,631	7,821	7,670	7,913	7,672
24 hour daily traffic flow	Out	7,544	7,865	7,859	7,593	7,971	7,687
Morning peak hour flow	In	652	655	610	587	608	580
Evening peak hour flow	Out	572	590	593	556	560	568

## 13. AIR QUALITY

Nitrogen dioxide (NO<sub>2</sub>) concentrations at BIA are measured using passive diffusion tubes. A diffusion tube is a passive sampler comprising a small perspex tube that contains a metal gauze coated with a reactive agent. Diffusion tubes measure the mean

NO<sub>2</sub> concentration over the period for which it is exposed. At the Airport the monitoring is done on a fortnightly basis at six sample sites, three of which are airside and three of which are landside. NO<sub>2</sub> concentrations recorded over the past ten years are recorded below, together with data from Bristol City Centre and North Somerset at three locations close to the Airport.

Monitoring location	Annual mean concentration of NO <sub>2</sub> (µg/m <sup>3</sup> )									
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
<b>On-airport results</b>										
Airside – behind step park	32	25	33	34	29	35	39	39	34	31
Airside – on fuel farm fence	28	34	36	31	32	40	41	43	36	39
Airside – Approach Light	20	15	17	15	13	16	16	16	15	17
Landside – new terminal central light	33	26	37	34	32	38	37	44	40	36
Landside – m.p.h. sign access road	35	33	40	41	39	52	51	55	50	47
Landside – Long Stay Car Park	-	-	-	-	-	-	-	31	29	29
<b>Background results (by North Somerset Council)</b>										
Felton School	23	22	20	22	27	25	24	27	25	
Downside Road	29	24	26	26	23	27	25	28	24	
A38	-	18	21	20	23	23	21	20	20	

The average NO<sub>2</sub> concentrations for all ten years at all sample locations are below the Air Quality Strategy (AQS) objective except for eleven values. The AQS objective is only applicable to areas where people may be expected to be exposed for the averaging period, in this case a year. The AQS objective is therefore not applicable at the Airport because no one lives there but a comparison has been made to put the Airport's NO<sub>2</sub> concentrations into context. The AQS objective for the NO<sub>2</sub> annual average is widely exceeded in large urban areas of England and in many kerbside locations adjacent to busy roads and motorways. Nevertheless additional monitoring was added to the programme from 2008 so that the current trends and effects of mitigation can be better understood.

#### 14. WASTE MANAGEMENT

The waste figures for 2010 and 2009 follow.

Waste stream	2010		2009	
	Total (tonnes)	Waste per passenger (kg)	Total (tonnes)	Waste per passenger (kg)
<b>Recycled waste</b>				
• Cardboard	57.17	0.01	64.11	0.01
• Glass	154.72	0.03	122.86	0.02
• Paper/plastic/cans	129.84	0.02	84.88	0.02
<b>Total recycled waste</b>	<b>341.73</b>	<b>0.06</b>	<b>271.85</b>	<b>0.05</b>
Waste to landfill	900.78	0.16	942.27	0.17
<b>Total waste removed from BIA</b>	<b>1242.51</b>	<b>0.22</b>	<b>1214.12</b>	<b>0.22</b>
<b>% waste recycled</b>	<b>27.4</b>		<b>22.4</b>	

## 15. UTILITIES & ENERGY MANAGEMENT

Benchmarking comparisons with other airports show that Bristol Airport has one of the most energy efficient terminal buildings in the UK when measured on an energy per passenger basis. Details of energy and water use for 2008 to 2010 are provided below.

	2010	2009	2008
Electricity, in kWh, total airport usage	15,311,693	15,029,980	14,985,459
Electricity, in kWh, Bristol Airport Limited	11,654,910	12,262,466	12,523,108
Gas, in kWh	3,973,970	2,741,023	3,127,937
Heating oil, in litres	127,467	104,188	125,467
CO <sub>2</sub> eq per passenger from energy use, in kg (total airport)	1.81	1.77	1.61
Water use, in m <sup>3</sup>	70,389	74,436	73,533
Water use per passenger, in litres	12.3	13.3	11.8
kWh per passenger from energy use (total airport)	3.67	3.43	3.19
UK airports range (source: Bristol Airport research)	3.1 kWh - 13 kWh / pax		

Total airport-wide energy use in 2010 (including tenants) was equivalent to a carbon dioxide impact of 9,487 tonnes (9,022 tonnes in 2009). Emissions from on site operational vehicles have been estimated from fuel supply data and amount to 2,738 tonnes of carbon dioxide equivalent in 2010 (2,689 tonnes in 2009).

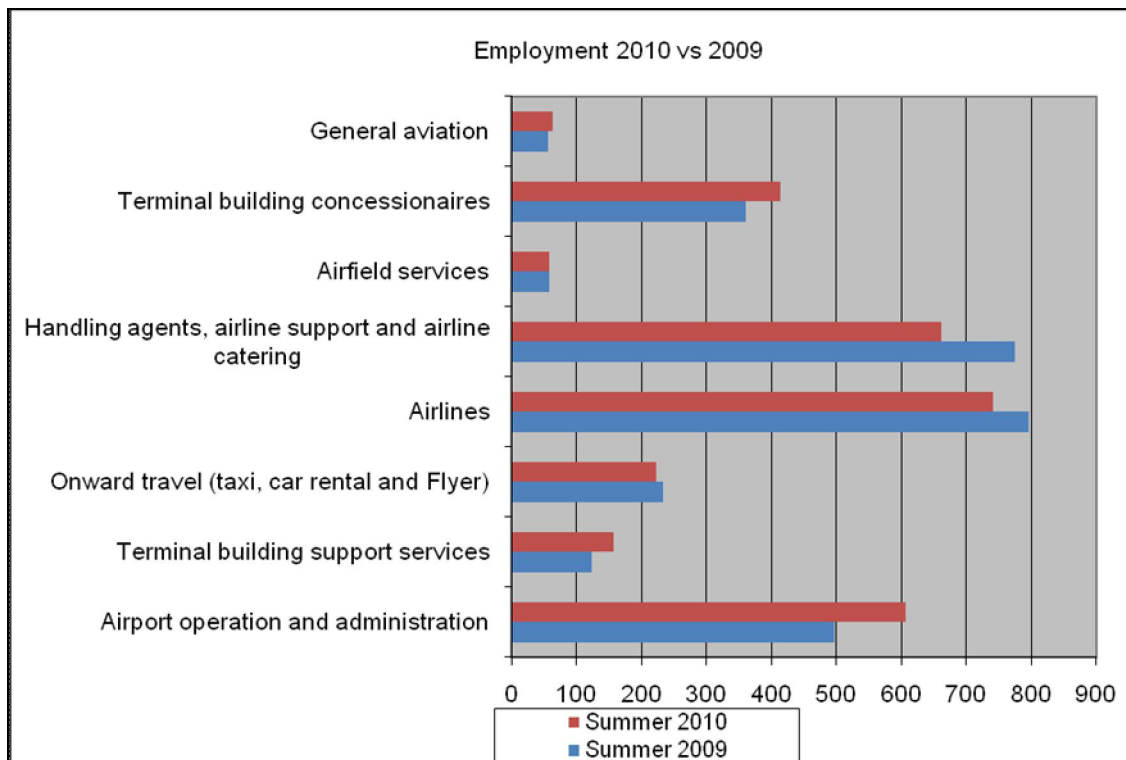
Carbon dioxide impacts have been calculated using the latest conversion factors published by defra/DECC and have been assessed on the basis of total greenhouse gas emissions. Previous year figures have been recalculated on the same basis. Data has been audited by the Carbon Trust Standard and minor adjustments have been made to the previous years' figures as a result.

**16. EMPLOYMENT**

Bristol Airport is a major employment site within North Somerset. Regular surveys are undertaken by Bristol Airport to determine the extent and nature of employment available. The number of staff working at the Airport between 2008 and 2010 is reported in the table below.

	2010	2009	2008
Full time staff	2,419	2,403	2,594
Part time staff	505	500	531
Full time equivalents	2,672	2,653	2860
Number of companies	45	45	48

A breakdown of airport staff by area of employment is provided below.



## 17. COMMUNITY RELATIONS

Bristol Airport continued to support its local community during 2010 by providing funding to local projects through the Community Investment Fund, and through volunteering and 'donations in kind' where appropriate. Support is targeted at community, educational, social or environmentally focused projects.

In 2010 £43,000 was distributed to various organisations within the region supporting 36 projects. Funding consisted of grants for projects of various scope, raffle prizes and sponsorship, ranging from £20 to £6,600.

Some of the projects that have been supported include:

- Bristol Bordeaux Exchange
- BAC 100
- Bristol Balloon Fiesta
- North Somerset Agricultural Show
- Weston College
- Airbus Family Fun Day
- Wrington Show
- North Somerset Sports Festival
- Chew Stoke School
- Backwell WI (village hall project)
- Yatton Youth Project
- Bath Rugby Youth Team
- Farmlink (Wrington)
- Bishopsworth Senior Citizens Club

Staff time and airport facilities have also been made available for community benefit, with an estimated equivalent commercial value of £30,000. Key activities during 2010 included:

- Donation of raffle prizes
- Staff time giving tours, presentations and briefings to community groups;
- Staff volunteering time, including School Governor at St Katharines School and chairing the Committee for the Concorde Museum;
- Free use of meeting rooms and office space;
- Educational support;
- Free use of several advertising sites in the Terminal building to support regional advertising to encourage a 'Sense of Place'

Airport staff raise money for a staff nominated charity of the year. In 2010 £25,200 was raised by staff and customers for the Weston Hospicecare. A further £3,800 was collected for the North Somerset Poppy Appeal and £1,000 was collected by two local Rotary Clubs for the DEC Disasters Appeal for Pakistan to purchase emergency shelter tents.



