MINUTES OF A MEETING OF THE BRISTOL AIRPORT CONSULTATIVE COMMITTEE HELD IN THE BRISTOL ROOM AT BRISTOL AIRPORT, ON WEDNESDAY, 2ND NOVEMBER 2011 AT 2.30 PM

Present:

Peter Lacey Chairman

Robert Sinclair Chief Executive, Bristol Airport

Simon Spooner CB

Robert Durie GWE Business West

Stephen Grove GTMC/ABTA

Peter Taplin SW Region and Bristol TUC

Councillor Colin Smith Bristol City Council

Councillor Peter Edwards Bath & North East Somerset Council

Councillor Annabel Tall

Councillor Basil Bucknell

North Somerset Council

Backwell Parish Council

Councillor Colin Timson Chew Valley Cluster of Parishes

Councillor Hilary Burn Cleeve Parish Council

Councillor Roz Willis Weston-super-Mare Town Council

Councillor Gill Patch Winford Parish Council
Councillor Christine Turton Wrington Parish Council
Councillor Jane Bollen Yatton 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 Mark Dallimore, Servisair.

Inspector David Stokes, Avon and Somerset Police Margaret Thornton, Secretary

1314. DEATH OF PAT MURPHY

The Chairman said that, it was with regret, he had to announce the death of Pat Murphy shortly after the last meeting of the Committee. Pat had been associated with the Airport and a valuable Member of the Consultative Committee, representing GTMC/ABTA, for many years.

1315. APOLOGIES FOR ABSENCE

Apologies for absence were received from Richard Kent, Head of Development Management, North Somerset Council

1316. DECLARATIONS OF INTEREST FOR LOCAL AUTHORITY ELECTED MEMBERS

Councillor Tall declared an interest as a Member of North Somerset Council and its Central Area Planning Committee, Councillor Roz Willis declared an interest as a Member of North Somerset Council and its West Area Planning Committee and Councillor Smith declared an interest as a Member of Bristol City Council's Development Control (Central) Committee.

1317. MINUTES - 27TH JULY 2011

The Minutes of the Annual General Meeting of the Airport Consultative Committee held on 27th July 2011, copies of which had been previously circulated, were submitted for approval and adoption.

RESOLVED - that the Minutes of the Annual General Meeting held on 27th July 2011 be confirmed as a correct record and signed by the Chairman.

1318. PRESENTATION - MARK DALLIMORE, SERVISAIR

The Committee received a presentation from Mark Dallimore, Servisair.

Mark Dallimore advised that -

- (a) Servisair was responsible for providing the ground handling services at Bristol Airport.
- (b) he had worked for the Company for 12 years and had a number of Airports within his remit including Bristol, Cardiff and Bournemouth.
- (c) Servisair was a leading, and the largest, aviation ground handling provider in the world with over 50 years experience.
- (d) the Company was part of the French based Derichebourg Group with a global presence centred on 120 locations in 20 countries.
- (e) Servisair was broken down into 6 groups covering the USA, Canada, South America, UK and Ireland, Europe and other countries.
- (f) it employed some 16,000 people and had 700 customers worldwide. It handled 1 million aircraft movements, 70 million passengers and 700,000 tonnes of cargo per annum
- (g) the majority of the Company's activities were centred on Europe.
- (h) Servisair employed 260 permanent staff and 80-100 temporary staff at Bristol

Airport.

- (i) the Company offered a wide range of services including -
 - (i) Passenger Handling
 - Check-in
 - Ticketing
 - Boarding
 - Lost and Found
 - Disruption Support
 - Supervision and Representation
 - Passenger Assistance
 - Excess Baggage Collection
 - (ii) Ramp and Technical Services
 - Baggage Loading/Unloading
 - Pushback, Towing and Repositioning
 - Aircraft Cleaning, Toilet and Water
 - Aircraft de-icing
 - Passenger and Crew Transport
 - Baggage Sortation
 - GPU and Airstarts
 - Security Screening
 - Load Control
 - Communications and Flight Operations
 - Dispatch
 - Line Maintenance
 - GSE Maintenance
- (j) Servisair was also the largest operator of common-use airport lounges in Europe with 25 lounges worldwide in the UK, Demark, the Netherlands and Canada. The Company was also the gold, silver and bronze winner of Holiday Extras Customers' Awards 2010.
- (k) the Company placed great emphasis on training and conducted both internal and external training courses. All trainers were qualified in PTTLS, (Preparing To Teach in the Lifelong Sector), a national qualification. Management training courses, supervisory courses, conflict management and systems training as well as induction training were available to employees.
- (I) external training included de-icing courses and Servisair was DfT approved to provide training in GSAT.
- (m) Servisair Bristol could support external stations in all courses, including airline specific and generic courses.

- (n) the Company had developed close links with the City of Bristol, Filton and Weston Colleges and offered students five work experience days at the Airport based on course related subjects and guaranteed an interview following 100% course attendance and positive lecturer feedback. A number of students subsequently obtained work with the Company on a fulltime basis.
- (o) Servisair Bristol had won the Thomson Airways Summer challenge in competition with Cardiff, Glasgow, Luton and Gatwick. It had also completed Summer 2011 with every handled airline's audit being positive and no negative findings, and had supported other stations, both operationally and for training, throughout the Summer.

Mr. Taplin commented that Servisair's activities were far more extensive that he had realised and not just confined to loading and unloading and fuelling aircraft.

In response to a question from Councillor Smith, Mark Dallimore confirmed that Servisair employed 260 permanent staff on site and between eighty and a hundred seasonal staff. The Company had strong links with the local colleges and provided work experience for young people participating in aviation and tourism courses. Many of the students obtained temporary places with Servisair during the course of their studies and then applied for permanent positions on achieving their qualifications. 50% of Servisair's employees had come through the local colleges.

In response to a question from Councillor Tall, Mark Dallimore confirmed that Servisair was responsible for the de-icing of aircraft. He advised Members that in Canada the Company had de-icing units, similar to car washes, which the aircraft passed through.

Robert Sinclair said that Servisair was an incredibly professional organisation and the Airport had a very close working relationship with the Company. Many of Servisair's employees had worked at the Airport for a number of years. It was a pleasure to have such a professional company on site. He said it was easy to overlook the quality of the service provided by the ground handlers and forget to give credit where it was due. He had always found Servisair's employees to be courteous and polite and despite the pressures managed, on the whole, to get aircraft away on time. Servisair offered employment opportunities for people in the local community with a focus on young people.

The Chairman said the number of organisations operating at the Airport, and providing a wide range of services, was very revealing.

Robert Sinclair explained that the Airport and its business partners sought to work closely together to provide a cohesive service.

The Chairman thanked Mark Dallimore for his presentation which had been very interesting and illuminating.

RESOLVED - that the presentation be noted.

1319. OPERATIONS MONITORING REPORT 2010

The Committee received a presentation on the Airport's Operations Monitoring Report 2010, a copy of which is inserted in the Minute Book.

Alan Davies advised that -

Passenger Numbers and Aircraft Movements

- (a) aircraft movements had continued to reduce in 2010 compared with 2009 which reflected an ongoing trend.
- (b) the number of aircraft movements in 2010 was the lowest since 2001 but the Airport was handling over twice as many passengers.
- (c) whilst passenger numbers had continued to increase in 2010 the overall volume had been affected by the disruption caused by the volcanic ash cloud.

Passenger Routes

Belfast was now the most popular route from Bristol Airport with Alicante, Malaga and Palma moving up the table and Faro entering the top ten for the first time.

Noise Monitoring

- (a) there was very little difference in the average annual figure over 2009.
- (b) the high Lmax figures were proving to be a mystery. The Airport could not correlate the high readings with any aircraft movements and it could only be assumed that this was being caused by some outside source.
- (c) Viking was no longer flying from Bristol Airport in 2011 and this should improve noise levels in the current year.
- (d) due to power supply problems to the Littleton Hill monitor some data from this source for 2010 was missing. A new wind turbine had now been installed and it was hoped that with the increased power source the problem would be resolved.
- (e) there had been a slight increase in the number of complaints received in 2010 although the number of complainants had reduced.

Flyer Passenger Numbers

The Bristol Flyer service continued to perform strongly in 2010 and in September 2011 it

had passed the 600,000 passengers per annum mark. When the service had started it was carrying 60,000 passengers per annum. The Flyer's modal share of passengers had increased to approximately 10%.

Air Quality

It was difficult to compare one year with another. The figure for the landside access road was over 40 but this was not in close proximity to any residential properties. Readings taken near residential properties were well within NationalAir Quality Standards.

Waste Management

The Airport had performed well on the recycling of waste in 2010 increasing the percentage from 22.4% in 2009 to 26.3% in 2010. The amount of waste sent to landfill had reduced and there had been a slight fall in the total amount of waste generated.

Utilities and Energy Management

There had been a slight increase in CO2 emissions in 2010 and it was thought that this was attributable to an increased use of energy due to the cold winter.

Carbon dioxide impacts were calculated using the latest conversion factors published by defra/DECC. The previous year's figures had therefore been recalculated on the same basis to provide a comparison. The data was also audited by the Carbon Trust Standard, the Airport having recently been awarded that Standard.

Bristol Airport Limited's energy use was down 3% compared with the average of 2008 and 2009.

The increase in vehicle fuel use was attributed to an increased use of mobile diesel power units for aircraft. These are being used increasingly in preference to the aircraft auxiliary power units which consume more fuel and generate additional noise. The Airport had introduced an improved management system for the standby generators which operated the runway lights. This and the reduced use of apron buses had resulted in a reduction in fuel use by Bristol Airport Limited vehicles.

Employment

There was a slight increase in the overall number of people employed at the Airport.

In response to a question from Mr. Taplin, Alan Davies confirmed that the figures shown in the report related to the total number of people employed on site.

Councillor Burn enquired whether the Committee could receive a break down of inbound tourists and business travellers. Alan Davies explained that the Airport did not have detailed statistics relating to these specific groups of passengers. Its information was obtained from the CAA passenger surveys which were undertaken from time to time but not on an annual basis.

Councillor Burn pointed out that reference had been made at the last meeting to the number of business travellers passing through the Airport.

Alan Davies explained that this information had been obtained through the PRAGMA survey which was a sample survey which gave a snapshot of people travelling through the Airport at a given time and could not be seen as reliable on a whole year basis.

Robert Sinclair pointed that the PRAGMA survey was reliable but that the CAA survey could be considered more reliable in that it was undertaken over a longer period of time.

The Chair suggested that the way in which the figures were collected could only indicate a trend.

Mr. Taplin enquired how many people working off-site owed their employment to the Airport's activities.

Robert Sinclair indicated that the numbers were quite substantial. If the national figures for people employed indirectly in aviation were extrapolated this equated to 5000/6000 indirect jobs by virtue of the Airport.

Councillor Burn enquired whether carbon dioxide levels would be reduced when the diesel units were removed.

Alan Davies confirmed this to be the case. He explained that fuel use had reduced significantly by better management of the standby generators.

Councillor Smith enquired whether the Airport had any indication of the overall economic contribution the Airport made to the sub-region.

Alan Davies explained that the Airport had included an assessment of the regional benefits including tourism in its recent planning application.

Robert Sinclair indicated that the cumulative figure to 2019 was estimated to be £1.9 to £2 billion which included tourism benefits as well.

With the leave of the Chairman and Members of the Committee a member of the public asked of the reason for the increase in night movements in 2010 compared with 2009.

Alan Davies explained that a proportion of the increase was attributable to time performance issues with some flights. Delays in late evening flights resulted in a number arriving after 23.30 hours and thus being counted as night movements.

Mark Dallimore advised that industrial action by air traffic controllers in Spain and Greece and other industrial action in Europe had resulted in a number of flights being delayed in 2010. The situation had greatly improved in 2011.

Councillor Edwards referred to the fact that a high percentage of the noise complaints emanated from Pensford and he enquired whether the Airport had been successful in talking to the main complainant.

Mike Littleton advised that a number of residents from Pensford had accepted the Airport's invitation to visit the Airport. However the main complainant from the area had not. Those residents who had visited the Airport had not submitted any further complaints.

Councillor Bollen asked if the Airport had arrangements in place to tackle adverse weather conditions this winter.

Robert Sinclair indicated that he would address this issue under his report later on the agenda.

RESOLVED - that the Operations Monitoring Report 2010 and presentation be noted.

1320. QUESTIONS TO THE AIRPORT MANAGEMENT

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

1321. CHIEF EXECUTIVE'S REPORT

(a) Overview of Current Activities

Robert Sinclair advised that -

- (a) September had been the busiest ever for the Airport. It was thought that this was primarily due to the poor weather in July and August which had resulted in people pursuing late bookings during September. In addition easyJet had continued flying one of its aircraft later into September than had been anticipated.
- (b) this also combined with resurgence in business travel following the August holidays.
- (c) the seasonality trend continued at the Airport with it entering into the off-peak season with effect from beginning of November. November and December would see a significant reduction in the number of flights compared with the peak season.

(b) Current Status of Planning Approvals/Applications

The Committee received a report, a copy of which is inserted in the Minute Book, identifying the current status of the Airport's recent planning approvals and proposed applications.

(c) Capital Projects - Update

Robert Sinclair advised that -

- (a) work was due to commence shortly on extending the passenger security search area to be completed by the start of the 2012 summer season.
- (b) a contract had been entered into for the replacement of the primary surveillance radar.
- (c) it was proposed to undertake enhancements to Gate 10, one of the pre-boarding gates, to provide an area designed to meet the needs of business travellers. The enhancements would including seating and wifi.
- (d) work would be commencing shortly on the provision of three new aircraft stands which was the first phase of the implementation of the Airport's planning permission. The commencement of this development would activate requirements in the Section 106 Agreement.
- (e) one of the requirements under the Section 106 Agreement was the setting up of an Airport Environmental Improvement Fund. The Airport was required to contribute an initial £100,000 to the fund and that figure would be increased each year in line with passenger numbers. The fund was intended to support local community projects in and around the Airport of an environmental or transportation nature. The fund would be administered jointly by the Airport and North Somerset Council. Jacqui Mills would be coordinating the projects submitted for funding. He asked Members to let the Airport know of any projects which met the criteria for funding.

Councillor Burn sought clarification that Gate 10 was within the Western Walkway and pointed out that there was a restriction on the amount of seating which could be provided in the walkway under the planning permission for its development.

Robert Sinclair explained that the restriction on seating no longer applied, the condition attaching to the planning consent for the Western Walkway having been superseded by the Section 106 Agreement attaching to the Airport's recent planning permission for the development of the Airport. The enhancements proposed at Gate 10 were aimed at encouraging business travel from the Airport.

(e) New Routes for 2011/2012

Robert Sinclair advised that -

- (a) easyJet had introduced a new flight to Naples from May 2012 and Ryanair was re-introducing a flight to Katowice in Poland in November.
- (b) Eastern Airways was increasing its weekday flights from Bristol to Leeds/Bradford and Aberdeen to three times a day. The Airline was also setting up a base at the Airport which would have a beneficial impact in a number of areas including employment opportunities.
- (c) Blue Islands Airline, which operated a twice daily service to Jersey, with the opportunity of connecting flights into Europe, was proving very successful.

(f) Airport Publications

Robert Sinclair advised that -

- (a) the next edition of 'Your Airport' Magazine was being published at the end of November.
- (b) the Airport had also produced a new publication entitled 'Inner Circle' which was aimed at the business traveller. This publication had featured in the Business Traveller Magazine.

(g) Briefing for Parish Council Representatives

Robert Sinclair advised that a briefing for local parish council representatives was scheduled for Thursday, 1st December 2011 at 6.30 pm in the Bristol Room.

(h) Preparations for Adverse Winter Weather Conditions

Robert Sinclair advised that there were expectations that the UK would experience further severe weather this winter. The Airport had sought to be as prepared as it could be for such an eventuality by purchasing additional snow clearing equipment, ensuring that its stocks of salt and de-icer were adequate and liasing with its contractors and the ground handlers to ensure that they were familiar with the requirements of the Airport's plan for tackling adverse weather conditions. The plan had also been communicated to other partners and employees at the Airport. Following the problems encountered at some airports last winter, and the Government's stance regarding winter resilience, passenger expectations were high that services would be maintained. He was satisfied that the Airport was better prepared than it had been previously.

Councillor Bollen enquired whether the Airport's plan included the treatment of roads

into the Airport such as Downside Road.

Robert Sinclair, in response, explained that the Airport's plan related to on-site arrangements and did not include the local highways which were the responsibility of the respective highway authorities. The Airport had a contingency plan to get key employees to the Airport in the event of bad weather.

Councillor Tall and Councillor Willis indicated that North Somerset Council were as prepared as possible for whatever weather conditions were encountered this winter. The Council had purchased additional salt supplies this year and would make available, on request, grit and salt bins.

Councillor Patch enquired whether it was still the Council's policy only to salt the 'A' roads.

Councillor Willis confirmed that it was the Council's policy to salt the main arterial routes and bus routes.

Councillor Timson pointed out that Bath and North East Somerset Council treated the B3130 through Chew Magna to the boundary with North Somerset at Winford. Unfortunately North Somerset Council did not treat the road from its boundary to the A38 which made it a very difficult to traverse in bad weather and he asked if further consideration could be given by North Somerset Council to treating this section of road.

Councillor Willis agreed to raise this with officers of the Council.

Councillor Edwards confirmed that Bath and North East Somerset Council had also increased its stock of salt over last winter. It was also introducing a scheme whereby local wardens would be identified throughout the district to be responsible for a supply of salt to use in an appropriate manner in their respective areas.

The Chairman enquired of Mark Dallimore whether he was satisfied that his employees would be able to cope in the event of adverse weather conditions this winter.

Mark Dallimore confirmed that the ground handlers at the Airport were conversant with the Airport's Plan and had adequate stocks of de-icer in hand. He explained that Bristol Airport had coped better than most other airports within his remit last winter.

RESOLVED - that the information be noted.

1322. POLICING AT THE AIRPORT

Inspector Dave Stokes advised that -

(a) the number of recorded crimes had dropped over the three month period to the end of September 2011 compared with the same period in 2010. 64 crimes had

been recorded compared with 66 last year.

- (b) the detection rate had also improved and was now just under 33% which was in line with detection rates elsewhere in the force area. It was difficult to detect crimes at the Airport because of the volume and transitory nature of people using the Airport.
- (c) the number of people arrested and reported for summons over the quarter was 27 compared with 32 in 2010.
- (d) during the quarter the Airport had experienced two protests by anti-vivisection protestors against the carriage of live animals for vivisection by an airline which operated from the Airport. The Airport was not in any way involved in this movement of animals. It was felt that the protestors' banners depicted scenes which were not appropriate to the location on the first occasion and this had been pursued with their leaders. The protestors had taken note and toned down their banners on the second occasion. The Police and the Airport had worked closely together in this matter in an endeavour to facilitate a peaceful and lawful protest. The protestors had protested for one and a half to two hours and there had been no disruption.
- (e) early one morning a passenger's watch had been stolen from a tray whilst he was passing through security. It had been possible from the Airport's CCTV system to identify the person who had taken the watch and subsequently the flight he had boarded to Poland. With the assistance of easyJet the authorities in Poland had been alerted and Police were waiting to detain the individual on arrival. The watch had been recovered and with the further assistance of easyJet it was returned to Bristol Airport and reunited with its owner when he returned from holiday.

RESOLVED - that the information be noted.

1323. STATISTICS

(a) Passenger

The Chairman indicated that the passenger statistics had inadvertently been omitted from some copies of the papers for the meeting and a copy of the statistics had therefore been tabled for Members' consideration.

The Committee received a report, a copy of which is inserted in the Minute Book, setting out comparable passenger statistics for the nine months period 1st January to 30th September 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 nine months period 1st January to 30th September 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 September 2011.

RESOLVED - that the reports and graph be noted.

1324. 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 2011; the number of aircraft movements during the same period; the reasons for the complaints; and the locations the complaints had emanated from.

Councillor Burn referred to the deviation records attached to the Minutes of the Environmental Effects Working Party and sought clarification for the reason for deviation shown as 'cabin not ready'.

Alan Davies explained that it seemed in this case that the cabin crew had not been unable to secure the cabin at the required distance from touchdown. The pilot had therefore had to abort his approach and go round again. The aircraft would have been some distance from the Airport when this had occurred.

Mike Littleton indicated that, for safety reasons, passengers were required to be seated with their seat belts fastened; their trays in an upright position; and any hand luggage stowed properly before the aircraft came into land. This was not the case on this occasion and the pilot had had to abort the approach.

In response to a further question from Councillor Burn, Alan Davies, advised that the airline in question would not be penalised for aborting the approach because it had occurred some distance from the Airport.

Councillor Timson sought clarification of the lettering used in the report to describe the reasons for flight deviation and asked if, in future, an index could be provided for Members' benefit.

Mike Littleton advised that -

- WX represented 'weather'.
- ERTO represented 'early turn to the right'.

- ELTO represented 'early turn to the left'.
- CB represented 'thunder storm'.

EXMOR and BADIM referred to the points to the south and north of the Airport where aircraft joined the air corridor.

Councillor Burn asked what the conflicting traffic had been which had caused several deviations.

Mike Littleton indicated that conflicting traffic referred to class two military aircraft movements which took priority over commercial aircraft.

RESOLVED - that the report be noted.

1325. 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 2011.

RESOLVED - that the report be noted.

1326. 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.

1327. 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 July to 30th September 2011.

Councillor Tall explained that the Springboard Opportunity Group, the Airport's charity of the year, had asked her to convey their appreciation to employees at the Airport for the funds they had raised in support of the charity.

Robert Sinclair said that the Airport had enjoyed working with the Group.

Jacqui Mills drew specific attention to two projects, namely Chew Stoke School and City of Bristol College. She explained that the Airport had hosted events -

(a) for all pupils of Chew Stoke School over a two day period to give them

an insight into how the Airport worked.

(b) for the new intake of aviation students from City of Bristol College to give them a flavour of the career opportunities with the Airport and its business partners. Similar events would be arranged for students from Weston College and other colleges in the area.

She also advised of a forthcoming event for children from the Springboard Opportunity Group and the Childrens Hospice South West. With the support of Ryanair, who were flying some of their employees and their families into the Airport for a visit to Weston-super-Mare on 10th December, 2011, arrangements had been made to entertain children from these two organisations to a one hour flight and a party at the Airport complete with presents. The Airport was indebted to Ryanair for providing the aircraft and crew to facilitate the flight.

Councillor Smith explained that his daughter had attended a similar event some years ago and had thoroughly enjoyed herself.

Councillor Edwards thanked the Airport for their support for two charities he was involved with as Chair of BANES.

RESOLVED - that the report be noted.

1328. BRS PRESS RELEASES

The Committee received copies of BRS press releases issued during the period 7th July to 17th October 2011, copies of which are inserted in the Minute Book.

RESOLVED - that the BRS press releases be noted.

1329. MINUTES - ENVIRONMENTAL EFFECTS WORKING PARTY

The Committee received the Minutes of the last meeting of the Environmental Effects Working Party held on 12th October 2011, a copy of which is inserted in the Minute Book.

RESOLVED - that, subject to the above amendment, the Minutes of the Environmental Effects Working Party held on 12th October 2011 be noted.

1330. ANY OTHER URGENT BUSINESS Aer Lingus - 75th Anniversary Celebration

Councillor Patch enquired whether revised arrangements had been made to celebrate the 75th anniversary of Aer Lingus' association with the Airport.

Mike Littleton advised that the original event had had to be postponed because of bad weather but arrangements were in hand to identify an alternative date in the not too distant future.

1331. ITEMS OF GENERAL INTEREST

Government Response to the Committee on Climate Change Report on Reducing CO2 Emissions from UK Aviation to 2050 and UK Aviation Forecast

A report briefly summarising the Government's response to the Committee on Climate Change Report on reducing CO2 emissions from UK aviation to 2050 and its UK Aviation Forecast, a copy of which is inserted in the Minute Book, was tabled for Members' consideration.

Councillor Burn referred to the figures contained in the UK Aviation Forecast for Bristol Airport and enquired whether the Airport would be approaching the Department for Transport to adjust those figures.

Alan Davies explained that these were national figures which had been disaggregated and suggested that they should be treated with caution as there appeared to be some questionable predictions. The Government used a model, which had been the subject of updates and enhancements since the 2009 figures were produced, to forecast activity at UK airports and the associated CO2 emissions based on existing policy commitments up to 2050. With no new runways planned for the UK, and in particular the South East Airports, it was anticipated that the majority of any growth was likely to occur at regional airports.

Robert Sinclair pointed out that the figures represented an overall estimation.

Councillor Burn commented that the forecast showed a fall in carbon emissions next year.

RESOLVED - that the report be noted.

1332. DATE OF NEXT MEETING

The Chairman advised that the next meeting of the Committee would be held at 2.30 pm on Wednesday, 25th January 2012.

There being no further business the meeting was declared closed.