MINUTES OF A MEETING OF THE
BRISTOL AIRPORT CONSULTATIVE COMMITTEE
HELD IN THE BRISTOL ROOM AT BRISTOL AIRPORT,
ON WEDNESDAY, 28TH APRIL 2010 AT 2.30 PM

Present:

Peter Lacey	Chairman
Robert Sinclalr	Chief Executive, Bristol Airport
Steve Reed (substituting for David Milner)	Airlines
Alec Ewens	GWE Business West
Peter Taplin	SW Region and Bristol TUC
Councillor Peter Edwards	Bath and North East Somerset Council
Councillor Colin Smith	Bristol City Council
Councillor Roz Willis	Weston-super-Mare Town Council
Councillor Shirley Pope	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
Councillor Jane Bollen	Yatton Parish Council

Also in attendance:

Alan Davies, Planning and Environment Director, Bristol Airport
Paul Davies, Operations Director, Bristol Airport
Jacqui Mills, Public Relations Manager, Bristol Airport
James Gore, Head of Communications, Bristol Airport
Inspector David Stokes, Avon and Somerset Police
Margaret Thornton, Secretary
Robert Freshwater, GWE Business West

1187. APOLOGIES FOR ABSENCE

Apologies for absence were received from David Milner, Airlines, John Lennon, CBI, Pat Murphy GTMC/ABTA, Councillor Jill Iles, North Somerset Council, Karuna Tharmananthar, Assistant Director, Development and Environment, North Somerset Council, and Mike Littleton, Community Relations Manager, Bristol Airport

1188. TOUR OF THE NEW DUTY FREE STORE AND WESTERN WALKWAY

The Chairman expressed his appreciation, on behalf of Members, to Robert Sinclair for arranging the tour of the new Duty Free Store and Western Walkway and the accompanying lunch.

1189. AGENDA AND REPORTS FOR THE MEETING

The Chairman explained that, due to reproduction problems, some Members may not have received a complete set of papers for the meeting and a new set of papers, which included some amendments in the Operations Monitoring Report 2009 and the Noise Management Report, had been tabled.

1190. ROBERT SINCLAIR, CHIEF EXECUTIVE

The Chairman explained that Robert Sinclair had to leave the meeting for a conference call at 4.00 pm.

1191. MEMBERSHIP OF THE COMMITTEE

The Chairman advised that following the last meeting in April, John Lennon, who had represented the CBI on the Committee for a considerable number of years, had tendered his resignation. Arrangements were in hand to secure a successor representative for the CBI.

Mr. Ewens informed the Committee that, after 30 years as a Member, he was also retiring. His successor representative for GWE Business West was Bob Durie. During his membership of the Committee he had witnessed many changes at the Airport and wished the Airport well for the future.

The Chairman, on behalf of the Members, extended his appreciation to Alec Ewens and John Lennon for their invaluable contributions to the Committee over the years and wished them both well in their retirement.

Mr. Taplin indicated that, he too, had served on the Committee for many years as the Trade Union representative. He had always got on well with Alec and John because they all had the same objective namely the welfare of the Airport.

1192. DECLARATIONS OF INTEREST FOR LOCAL AUTHORITY ELECTED MEMBERS

Councillor Roz Willis declared an interest as a Member of North Somerset Council.

1193. MINUTES - 27TH JANUARY 2010

The Minutes of the Meeting of the Airport Consultative Committee held on 27th January 2010, copies of which had been previously circulated, were submitted for approval and adoption.

RESOLVED - that the Minutes of the Meeting held on 27th January 2010 be confirmed as a correct record and signed by the Chairman.

1194. PLANNING APPLICATION UPDATE

Alan Davies advised that -

(a) since the last meeting of the Committee in January there had been a number of developments with regard to the planning application.

(b) the application had been considered by North Somerset Council's South Area Planning Committee on 3rd March 2010.

(c) under the Council's Constitution the Chair of the Planning and Regulatory Committee could, in certain circumstances, rule that an application be referred to that Committee for decision.

(d) the Chair of the Planning and Regulatory Committee had decided to exercise that discretion in respect of the Airport's application.

(e) the South Area Committee had recommended that the application be approved subject to its referral to the Secretary of State, the entering into of a Section 106 Agreement and 69 conditions. The recommendation asked the Secretary of State to give particular consideration to climate change issues.

(f) the date when the Planning and Regulatory Committee was due to consider the application was reported to be 24th May 2010.

(g) subject to the Planning and Regulatory Committee approving the application it would then be referred to the Secretary of State.

RESOLVED - that the information be noted.

1195. NOISE ACTION PLAN - UPDATE

Alan Davies advised that -

(a) the Airport had considered the outcomes of the consultation, amended the Action Plan, and submitted it to the Secretary of State for Transport.

(b) the Secretary of State for Transport would now form a view as to whether the submitted draft meets the requirements of the Regulations. If it did so it would be recommended to the Secretary of State for the Environment, Food and Rural Affairs for adoption.

(c) if it was decided that it did not meet the requirements of the Regulations it would

be referred back to the Airport to make the necessary changes and resubmit it to the Department for Transport.

(d) the Airport had not yet received a response from the Department for Transport. It was understood that no English airport had yet received a response to their draft noise action plan.

(e) once approval was forthcoming from the Secretary of State for the Environment, Food and Rural Affairs the Plan would be published.

RESOLVED - that the information be noted.

1196. OPERATIONS MONITORING REPORT 2009

The Committee considered the Operations Monitoring Report for 2009, a copy of which is inserted in the Minute Book.

Alan Davies advised that -

(a) some of the data contained in the report had been omitted from the papers originally circulated for the meeting as a result of reproduction problems.

(b) the opportunity had been taken in tabling a further copy of the report to correct a small number of mistakes which had been identified after the papers for the meeting had been circulated.

(c) the Littleton Hill noise monitor had not been operational for the whole of 2009 and accordingly no figures appeared for that monitor.

(d) in the Utilities and Energy Management section the gas consumption figures were found to be too high and they had been recalculated and the amended figure incorporated in the revised version of the report.

(e) the carbon dioxide figures had also been recalculated using the latest conversion factors. Next year the figures would be calculated using the Government's carbon reduction commitment figures.

(f) the passenger statistics were as reported to the last meeting of the Committee.

(g) the average number of passengers per aircraft load had increased for charter and scheduled aircraft in 2009. The increase in passenger load for charter services was attributed to the change in aircraft type being used and the consolidation of two of the charter operators.

(h) although there had been a decline in passengers using the Flyer

service in 2009 nevertheless it was estimated that about 8.2% of air passengers used public transport for their journey to or from the Airport in 2009, compared with 7.7% in 2008, when the patronage of other services was taken into account.

(i) no information was available for traffic movements on the Silver Zone Car Park roundabout so the figures in the report did not provide the full picture.

(j) the background figures for air quality incorporated data received from North Somerset Council at three locations close to the Airport. The figures showed that there had been no significant change in nitrogen dioxide levels since 2001.

Councillor Burn pointed out that the inbound peak flow had increased although the passenger numbers were down overall.

Paul Davies explained that the peak hours at the Airport were now more consolidated which meant that aircraft leaving and arriving during these times were now doing so over a shorter timescale resulting in an increase in the peak flow.

Mr. Taplin suggested that the passenger statistics in themselves did not reveal a great deal unless they could be compared with the total number of seats available on the aircraft.

Alan Davies explained that the occupancy level of aircraft was much harder to obtain.

Robert Sinclair advised that -

(a) the charter operators had the highest load factors in excess of 90%.

(b) the low cost carriers load factors were estimated to be between 70% and 80%.

(c) the full service carriers had the lowest load factors. The load factors could be as low as 30% and averaged out at around 55% depending on the route, time of year and time of day.

(d) the growth in passenger numbers was higher than the growth in aircraft movements and it was envisaged that this trend would continue for the future with the introduction of larger aircraft.

Councillor Burn commented that -

(a) whilst the noise figures showed a reduction in 2009 in actual fact they had increased because there was a lower number of flights. The number of events had also increased.

(b) the employment figures showed only a marginal change at the Airport.

Robert Sinclair indicated that there would be a significant increase in employment opportunities at the Airport as it came out of recession. Employment at the Airport had remained good despite the current economic environment.

Mr. Ewens pointed out that one individual was responsible for 32% of the noise complaints received during 2009 and he questioned whether the problem was being overstated.

Alan Davies explained that the Airport had received a similar level of noise complaints in 2009 as it had in 2008. More complaints had been received from Pensford than any other location. Ground noise complaints had been included with general complaints in the graph incorporated in the report.

Councillor Edwards advised that the individual in Pensford had a problem with aircraft leaving Watchet cutting the corner and he asked if this matter could be looked into further.

Councillor Timson indicated that arrangements were in hand for a presentation to be made to a forthcoming Pensford Parish Council meeting. He suggested there was a need to try to identify the problem giving rise to the complaints and expressed concern that something was being overlooked.

Councillor Patch pointed out that the number of noise complaints received did not represent the real nuisance caused to local residents as many did not bother to register their complaints.

Robert Sinclair stressed that the only way the Airport could measure the problem was by way of the number of complaints it received.

In response to a comment from Councillor Burn, Alan Davies explained that the Airport took noise complaints seriously and had invested in the installation of the Tracker to enable it to monitor aircraft track keeping and height more accurately.

Robert Sinclair pointed out that the Airport had sought to address noise complaints in the way in which it had approached proposed controls in the planning application. The night noise quota remained the same but the Airport had proposed a new night movement cap which had subsequently been reduced in response to the comments it had received during the consultation process.

Councillor Burn asked why the Airport could not reduce the night movement limit.

Robert Sinclair pointed out that the current night movement limit was similar to that of

2003.

Councillor Burn indicated that the planning application proposed an increase in night movements which would result in more noise.

Robert Sinclair reiterated that there was to be no change in the night noise quota which was virtually fully utilised.

Councillor Burn pointed out that the planning application proposed an increase in the number of night movements to 4000.

Alan Davies explained that the 4000 limit would be the lowest movements limit at any major UK airport.

Councillor Turton indicated that a lot of local residents did not complain about ground noise although this had increased.

A member asked if details of Royal Mail aircraft could also be included in the report.

RESOLVED - that the Operations Monitoring Report for 2009 be noted.

1197. QUESTIONS TO THE AIRPORT MANAGEMENT

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

RESOLVED - that the information be noted.

1198. CHIEF EXECUTIVE'S REPORT

(a) Overview of Current Activities

Robert Sinclair advised that -

(a) since the last meeting it had been a very busy and interesting time for the Airport.

(b) passenger volumes for the first quarter were almost 10% up on the same period in 2009. All other UK airports were still showing a decline in passenger numbers over the first quarter of the year and the increase at Bristol Airport demonstrated the strength of the South West region.

(c) it was anticipated that the growth would continue for the remainder of the year despite the disruption encountered as a result of the eruption

of the volcano in Iceland.

(d) a new brand - Bristol Airport - Amazing journeys start here - had also been launched for the Airport. The new brand, which was not a logo or new name, sought to represent what the Airport stood for as a business for staff, business partners and passengers.

(e) the wording was supported by three coloured stripes representing the three pillars underpinning the business - people, place and region.

The Committee then viewed a video which encapsulated what the new brand stood for.

Robert Sinclair indicated that -

(a) Members had probably seen some of the people appearing in the video during the tour earlier in the afternoon. The video had not been scripted and the people participating in it had expressed their personal view of the Airport. The video demonstrated that people working and visiting the Airport thoroughly enjoyed the experience.

(b) as things moved forward the Airport would continue to deliver on that brand.

(c) this year the Airport was celebrating the 10th anniversary of the Terminal Building and at the end of May the 80th anniversary of a commercial airport for the region.

(b) Capital Projects - Update

Robert Sinclair advised that -

(a) he hoped that the tour earlier in the afternoon had placed the new Western Walkway into perspective. The Airport had received a good feedback on the walkway from the initial control flights using this facility.

(b) the new tax and duty free store would be officially opened on Thursday, 29th April 2010.

(c) work was ongoing in the security search area and was expected to be completed in two to three weeks with the installation of an eighth comb.

(d) work was continuing on the up grade of the toilets in the Terminal Building and the car parks.

(e) the Airport had renewed its partnership with First Group who were

investing £2m in a new suite of buses for the Airport Flyer service. The new buses would deliver on improvements in fuel efficiency and emissions reductions in addition to improved accessibility for wheelchair users and the ability for passengers to take their luggage on board with them. Free Wi-Fi access and power points to charge phones and laptops would also be provided. The enlarged fleet would enable the frequency of the service from Temple Meads Station to the Airport to be increased from 15 minutes to 10 minutes during peak periods. People living in the local community were also being encouraged to use the service.

Councillor Turton sought clarification on proposed concessionary fares for the local community on the Flyer service.

Alan Davies confirmed that the introduction of concessionary fares was part of the proposed Section 106 Agreement which would be implemented if, and when, the planning application was approved and implemented. People over 60 years of age holding a concessionary bus pass could already use the Flyer without paying.

(c) New Routes for 2010

Robert Sinclair advised that -

(a) a number of new routes had been announced and these were encapsulated in the press releases contained in the papers for the meeting.

(b) a new airline was coming to the Airport. Wizz Air would operate a twice weekly service from Bristol to Warsaw commencing in September.

(c) it was disappointing that Continental Airlines was ceasing its service from Bristol to New York at the end of the summer after five years. The current economic environment had not helped the profitability of the service but there were also strategic issues which had influenced this decision. Continental wished to concentrate its service on Heathrow Airport. The increase in the cost of fuel, Air Passenger Duty and the weakness of the pound had also contributed to the decision to withdraw the Bristol to New York service.

(d) The Airport was working with Continental and other American carriers and he was confident that a replacement service would be secured although this might take a little time,

Councillor Turton expressed her disappointment at the discontinuation of Continental's service between Bristol and New York.

Robert Sinclair indicated that Continental had recently undergone a change in its management and strategy. There was a proven market for a service between the South

West and North America and he was confident that the Airport would attract another carrier when the economy improved.

Councillor Burn also expressed her disappointment that Continental was withdrawing its service between Bristol and New York because this was a business route and she had always supported the provision of services to support local businesses.

Councillor Edwards suggested that the 2012 Olympics was a potential selling point in attracting other carriers as a number of teams would be based in the region.

(d) Disruption Caused by the Eruption of the Volcano in Iceland

Robert Sinclair advised that -

(a) the closure of British airspace as a result of the ash cloud from the volcano in Iceland was an unprecedented event. There had not been such an interruption to European aviation since World War II.

(b) a significant number of passengers had been stranded as a result of this event and significant costs had been incurred.

(c) the loss to aviation was in the order of £2b for one week.

(d) the closure had impacted on 1000 flights at the Airport with some 100,000 passengers' travel plans being interrupted.

(e) the closure of airspace had brought home to everyone just how important air travel had become.

(f) a lot of soul searching and analysis was now taking place as to whether the decision to close the airspace was an over reaction.

(g) there was also a call for financial relief for airlines and airports.

(h) the disruption in air travel had been very damaging to some of the smaller airlines and those airlines who were already experiencing financial difficulties.

(i) the closure had had an impact on the Airport and its business partners.

(j) the Airport was now back on track and was doing all it could to restore the confidence of the public.

Robert Sinclair said he would like to pay tribute to his staff, and the Airport's business partners and their employees who had demonstrated exceptional fortitude in the face of

adversity. He had granted employees the opportunity to walk on the runway for 2 hours during the closure which they would not normally have had the opportunity to do. The opportunity had also been taken to carry out routine maintenance work throughout the Airport.

Councillor Burn suggested that many local residents were very happy that the Airport had shut as it was the first time the local community had experienced quietness for a long time.

James Gore advised that the local community had been very helpful during the closure with a lady from Wrington taking in two stranded passengers. The closure had, unfortunately, also had a negative effect on some local businesses placing their future under threat.

(e) Retirement of Alec Ewens and John Lennon as Members of the Committee

Robert Sinclair, on behalf of the Airport, paid tribute to the contribution of Alex Ewens and John Lennon to the activities of the Consultative Committee and the Airport.

Mr. Ewens expressed his thanks to Robert Sinclair for his kind comments. He made reference to the excellent developments taking place at the Airport and stressed the need to attract another carrier to provide a direct service between Bristol and North America as a matter of priority to enable the export business to take advantage of the weak pound. He also extended his appreciation to the Chairman and Secretary for their work in connection with the Committee.

RESOLVED - that the information be noted.

1199. POLICING AT THE AIRPORT

Inspector Dave Stokes advised that -

(a) in 2009 the number of recorded crimes on site was 104 compared with 178 in the previous year. This represented a reduction of 42% and was the lowest number of recorded crimes for 10 years. The downward trend in recorded crime had started in 2006.

(b) there had, however, been an increase in the incidence of fraud and forgery and the Police were working with the Border Agency to try to reduce incidents of this nature.

(c) there had been a notable decrease in the number of people trying to enter the Country illegally through the Airport.

(d) the reasons for the reduction in crime on site was difficult to pinpoint. It was thought that the willingness and responsible attitude of employees to contact the Police when they witnessed anything suspicious had contributed to the reduction.

(e) there had been a significant increase in the detection rate to 27.9%, which was very good given the transient nature of users of the Airport, and just below the force target of 29.3%.

(f) the number of arrests in 2009 was 103 compared with 85 in 2008. This increase was attributable to the eborders exercise which monitored people leaving and arriving at the Airport.

(g) the Police had received 56 alerts at the Airport and 41 arrests had been made. Some of these were for serious offences including sexual offences against children, assault and fraud.

(h) for the first quarter of 2010 the arrest rate had remained the same as the previous year.

(i) although no formal complaint had been made it had come to the notice of the Police that Muslim people felt that they were being inappropriately stopped, searched and questioned when leaving and entering the Airport. Discussions were taking place with leading figures in the Islamic community in Bristol. With the Airport's agreement members of the Islamic community had visited the Airport and talked with Special Branch Officers. The visit and discussions had been favourably received.

(j) a further taxi enforcement exercise had taken place on 29th January 2010 with Bristol City Council, North Somerset Council and other agencies, and with the cooperation of the Airport. 64 vehicles had been stopped, 14 Prohibition Notices had been issued for numerous offences and 6 immediate Prohibition Notices had been served. Further investigations were being pursued into possible dishonesty and passenger safety.

(k) for the period of disruption caused by the volcano in Iceland Special Branch Officers had been deployed elsewhere and the uniformed police on site had increased their presence in the local community and beauty spots.

Councillor Willis referred to the issue of 14 Prohibition Notices in connection with the taxi enforcement exercise on 29th January 2010 and said that as a Member of North Somerset Council she had not been involved in any hearings since that date.

Inspector Stokes suggested that she speak directly to Mr. Rowe.

Councillor Willis suggested that diversity and equality was an issue that the Committee should address in its membership.

The Chairman undertook to ascertain how other consultative committees addressed this issue.

Mr. Ewens explained that the Chief Constable was giving a talk to Business West in the near future and he suggested that it would be helpful if he could include in his talk some reference to the Airport.

RESOLVED - that the information be noted.

1200. 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 month period 1st January to 31st March 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 three month period 1st January to 31st March 2009 and 2010.

(c) Flyer Volumes

The Committee received graphs, copies of which are inserted in the Minute Book, setting out the total passenger volumes for the Bristol Flyer Coach Service for the period January 2003 to March 2010.

RESOLVED - that the reports and graph be noted.

1201. NOISE MANAGEMENT AND TRACKER UPDATE

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

Alan Davies advised that -

(a) the noise complaint figures had been adjusted in the revised set of

papers tabled at the commencement of the meeting.

(b) the number of track keeping complaints had increased during the last quarter. This did not necessarily mean that they were track keeping issues. The installation of the Tracker had stimulated interest. Each complaint was investigated and a print out map of the track of the aircraft together with location of the aircraft and its height were provided to complainants.

(c) the early turns reported were as a result of weather conditions or in one case the aircraft had reached 4000 feet very quickly and then affected its turn which was not in breach of flight path and height requirements.

(d) there was often a discrepancy in what people perceived from the ground and the actual track and height of an aircraft.

(e) the Airport had obtained noise levels for the period UK airspace had been closed. The difference in the noise levels recorded by the Congesbury monitor were not as great as would have been expected. The difference in the Leq was around 2 decibels. Some measurements on individual days were higher during the closure compared with some days before and after the closure.

Councillor Burn enquired whether the noise monitor was in the right location.

Alan Davies, in response, explained that the monitor was situated the standard distance of 6.5 kilometres from the Airport. The results of the noise monitoring clearly indicated that there were other noise sources in the vicinity of the monitor.

The Chairman said it would be interesting to compare noise levels during the closure of UK airspace between airports.

Councillor Patch enquired whether there were similar figures for the Felton monitor and Alan Davies undertook to forward them onto Councillor Patch.

Councillor Burn asked, if in future, the text box on the tracker maps could be sited to one side of the map for easier reading and the altitude shown.

RESOLVED - (1) that the report be noted.

(2) that Alan Davies forward the noise levels for the Felton monitor during the closure of UK airspace to Councillor Patch.

(3) that arrangements be made for the text box on the Tracker maps to be located to the side of the map to

facilitate easier reading.

1202. 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 2010.

Jacqui Mills in outlining the report advised that there had been an increase in the number of passengers with reduced mobility using the Airport and it was anticipated that this trend would continue throughout the year.

Robert Sinclair explained that there were two key issues which had been the subject of complaints during the quarter. The first was the security queues. The increase in passenger numbers had meant that security had struggled. The introduction of an eighth security comb and other improvements in the area should result in an improvement. Construction work in the Terminal Building had interfered with normal business and a lower level of seating which had resulted in additional complaints in March.

Jacqui Mills advised Members that there would be an item on the ITV News that evening involving Eastern Airways. A wheelchair athlete had been refused boarding on safety grounds because he was not able to walk up the aircraft steps and onto the aircraft without assistance. The type of aircraft being used by Eastern Airways precluded the use of lift access for wheelchairs. Eastern Airways were not in breach of the Regulations relating to passengers with reduced mobility as these took into account the size of the aircraft. In addition when the booking had been made by a third party it had not been disclosed that the person concerned could not use the steps. The individual concerned had been accommodated on an easyJet flight later in the day and had reached his destination in time to participate in the race he was entered for.

RESOLVED - that the report be noted.

1203. PEOPLE UPDATE

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

James Gore in outlining the report advised that -

(a) the post of Deputy Fire Officer, which had been the subject of recent recruitment, had been secured by an internal applicant.

(b) Louise Neil had been appointed to the role of Business Development Executive with the objective of building links with local and regional businesses. Prior to

working with the Airport she had gained considerable aviation experience with Virgin Atlantic and XL Airways at airports including Gatwick and Heathrow. She had also worked for Go, the fore-runner of today's easyJet operation, where she was based at Bristol Airport.

Councillor Smith enquired from which areas the new employees had been drawn and James Gore undertook to obtain that information for him.

Mr. Taplin referred to section four of the report relating to employees with disabilities and learning difficulties. He concurred that it was not uncommon for employees with disabilities not to declare them. He welcomed the steps taken to seek to identify employees with disabilities and the provision of ongoing support. He congratulated Sally Ashby on her endeavours in this area.

Councillor Turton advised that this issue had been raised at a recent meeting of the Environmental Effects Working Party.

Councillor Timson enquired whether the Airport used any other forms of the media for advertising its vacancies in addition to its website.

Paul Davies explained that all vacancies were advertised on the Airport's website and internally. In addition some vacancies were advertised in local newspapers, on other websites and in the case of specialist roles in the relevant trade magazine.

Councillor Smith enquired how positively the Airport responded to placements received from secondary schools.

Jacqui Mills, in response, explained that the Airport worked with a number of secondary schools in the locality. It had provided secondary school placements in the emergency services, customer services and the marketing and finance sections. 46 young people had secured day release jobs with the Airport and had remained throughout the year. The Airport also worked with Bath University and Young Enterprise - WOW Factor.

Councillor Willis enquired whether the Airport also worked with special needs schools and was advised by Jacqui Mills that the Airport took small groups from special needs schools providing additional support to meet their needs and this activity would continue.

Councillor Willis pointed out that some people suffered from figure blindness and enquired how many people the Airport employed with this disability. She suggested that the Airport should do more to flag up the support it offered for people with figure and word blindness.

RESOLVED - (1) that the report be noted.

(2) that James Gore forward details of the areas from which new employees were drawn to Councillor Smith.

1204. COMMUNITY AND CHARITY

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 2010.

Jacqui Mills, in outlining the report, drew specific attention to the 50% increase in the number of projects being supported during the first quarter of the year compared with 2009. She expressed her appreciation to Members for encouraging groups to put their name forward for support.

Councillor Willis explained that she served on the Committee for the small domestic abuse organisation Standing Together. She enquired whether anyone from the Airport would be willing to serve on the Committee.

Jacqui Mills undertook to discuss this matter further with Councillor Willis after the meeting.

RESOLVED - that the report be noted.

1205. BRS PRESS RELEASES

The Committee received copies of BRS press releases issued during the period 27th January to 31st March 2010, copies of which are inserted in the Minute Book.

RESOLVED - that the BRS press releases be noted.

1206. MINUTES - ENVIRONMENTAL EFFECTS WORKING PARTY

The Committee received the Minutes of the last meeting of the Environmental Effects Working Party held on 14th April 2010, a copy of which is inserted in the Minute Book.

Councillor Patch pointed out that the Minutes did not contain the figures for the Felton Monitor.

The Chairman asked if these could be circulated with the draft minutes.

RESOLVED - (1) that the Minutes of the Environmental Effects Working Party held on 14th April 2010 be noted.

(2) that the figures for the Felton Monitor be circulated to Members with the draft minutes. See attached.

1207. ITEMS OF GENERAL INTEREST

(a) Airport Public Safety Zones

The Committee received a report, a copy of which is inserted in the Minute Book, advising that the Government had transferred responsibility for the day to day administration of its Public Safety Zone Policy to the Civil Aviation Authority.

RESOLVED - that the report be noted.

(b) Malicious Use of Lasers Against Aircraft and ATS Personnel

The Committee received a report, a copy of which is inserted in the Minute Book, advising that the CAA had issued a Supplementary Instruction to provide notice of revisions to CAP 493 (MATS Part 1) procedures related to lasers being directed towards visual control rooms and aircraft.

RESOLVED - that the report be noted.

(c) CAA Review of Access to Air Travel for People of Reduced Mobility

The Committee received a report, a copy of which is inserted in the Minute Book, advising of the key findings of the CAA's review of access to air travel for people of reduced mobility together with a series of activities and initiatives
which the CAA intends to undertake in the next twelve months to encourage improvements.

RESOLVED - that the report be noted.

(d) New EU Regulation on Aviation Security

The Committee received a report, a copy of which is inserted in the Minute Book, advising of the publication, by the EU, of a new regulation, which came into force on 29th April 2010, laying down detailed measures for the implementation of the common basic standards for safeguarding civil aviation against acts of unlawful interference that jeopardise the security of civil aviation and general measures supplementing the common basic standards.

RESOLVED - that the report be noted.

(e) Publication of Noise Policy Statement for England and Noise Action Plans

The Committee received a report, a copy of which is inserted in the Minute Book, advising that the Government had published the Noise Policy Statement for England together with Noise Action Plans for the 23 first round agglomerations including Bristol, major roads outside agglomerations and major railways outside agglomerations together with an outline timetable for the next steps in the process.

RESOLVED - that the report be noted.

(f) Assessing the Future of Air Transport White Paper

The Committee received a report, a copy of which is inserted in the Minute Book, advising of research published by the Department for Transport addressing the first two strands of the framework which was developed to evaluate the Government's Future of Air Transport White Paper namely the perceived effectiveness of the overall strategic framework provided by the White Paper and the influence of the master plan policy on local airport development processes.

RESOLVED - that the report be noted.

(g) Code of Practice for the Acceptable Use of Security Scanners in Aviation Security

The Committee received a report, a copy of which is inserted in the Minute Book, advising of Government consultation on its interim code of practice for the acceptable use of security scanners in aviation security.

RESOLVED - that the report be noted.

(h) Airport Security Planning Framework

The Committee received a report, a copy of which is inserted in the Minute Book, summarising the Airport Security Planning framework, set out in the Policing and Crime Act 2009, which came into force in January 2010.

RESOLVED - that the report be noted.

(i) Transport Carbon Reduction Delivery Plan and Climate Change Adaptation Plan for Transport 2010-12

The Committee received a report, a copy of which is inserted in the Minute Book, advising of the publication of the Government's Transport Carbon Reduction Delivery Plan and Climate Change Adaptation Plan for Transport 2010-12.

RESOLVED - that the report be noted.

1208. DATE OF NEXT MEETING

The Chairman advised that the Annual General Meeting of the Committee would be held at 2.30 pm on Wednesday, 28th July 2010.

There being no further business the meeting was declared closed.