

<b>FOLLOW-UP CONTRIBUTIONS</b>
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**What this paper is about**

This a follow-up paper to those circulated with the main agenda. It sets out comments received from Member committees on

- the DfT's request that airport consultative committees should monitor how well the new powers in the 2006 Act are being implemented by airports (Agenda Item 3)
- surface access (Agenda Item 8)
- the revised draft Code of Practice: *Access to Air Travel for Disabled People* about which the Department for Transport is consulting (Agenda Item 10)

**Points for Discussion**

See earlier papers

**Points for Possible Action**

See earlier papers

## **CIVIL AVIATION ACT 2006**

### **Aberdeen**

AACC responded to the Scottish Government's consultation on behalf of DfT, following our meeting on 6 June. Aberdeen has chosen not to introduce a punitive noise control scheme, but prefers to work proactively with airlines, NATS and others to ensure that noise is mitigated generally to an acceptable level. Aberdeen is the fifth busiest airport in the UK in terms of movements, Monday to Friday, and sixth overall in the week. Many of these movements are by helicopters servicing the North Sea oil and gas industry.

Most fixed wing aircraft using the airport are newer generation and quieter. As part of the planning consent for 24 hour operations, granted in 2003, the airport has a self-imposed noise control scheme, which includes surcharges for night flying and any Chapter 3 High aircraft. In 2007, the airport received only 80 complaints about noise, from 49 complainants, and so far this year, just 25 complaints from 12 complainants. The Committee supports the proactive non-punitive approach.

We noted that helicopter operations are not covered by the new powers, and know that visual flying over residential areas, and ground running by the operator closest to the suburb of Dyce, are potentially the cause of most complaints about noise.

### **Gatwick**

The Consultative Committee will consider it's response to the DfT at its next meeting on 26<sup>th</sup> July.

### **Heathrow**

Thus far BAA Heathrow have not found it necessary to use the powers granted by the Civil Aviation Act 2006 to deal with noise.

### **London City**

The Consultative Committee will consider it's response to the DfT at its next meeting on 1<sup>st</sup> July.

Because of its location in a growing urban area London City Airport already has a very stringent regime to minimise and mitigate the impact of noise on its neighbours. This is secured through the 1998 planning permission under which it presently operates and, in particular, an agreement under s.106 of the Town and Country Planning Act 1990 entered into on 21<sup>st</sup> July 1998. Details of the present noise regime at the airport can be seen on the Consultative Committee's web site<sup>1</sup>

The present noise regime is now under detailed review pursuant to a planning application submitted by the Airport in August 2007 and also the Noise Action Plan provisions of the European Noise Directive 2002/49/EC. If the planning application is approved the present overall annual limit on the number of flights would be 120,000 per annum compared with about 81,000 such flights in 2006. It is likely that the review will lead to a revised noise regime and it is possible that this might require not only a new s.106 agreement but also the new statutory powers which the 2006 Act provides.

### **Manchester**

Manchester has been operating a system of Track and Noise monitoring for some considerable time, generally there are no real problems with off-track aircraft, however fines are implemented for noise infringements. Targets are set and reviewed with the aim of continuous improvement.

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<sup>1</sup> <http://www.lcacc.org/noise/index.html>

## **SURFACE ACCESS**

### **Heathrow**

BAA is well ahead in obtaining a Transport and Works Act Order to permit the construction of AirTrack. This is a new rail link coming in from the South linking areas such as Waterloo and Woking, via Staines, into certainly Terminal 5 where the station box has been designed to provide two platforms. Ideas are being worked on to link this into the Reading line, possibly at a re-developed Reading Station or through Hayes and Harlington station to the north of the Airport where the Heathrow Express goes through without stopping.

Government has given clearance for the construction of Crossrail, which will become part of the London Underground network and it is at present envisaged as running from Maidenhead in the west, with a link from the Heathrow rail spurs, going on to join the existing underground line through Central London. From Government statements, it seems almost certain that this will be extended to Reading, but currently no commitment. Crossrail will provide numerous connections at interchange stations with most Underground lines through London.

## **ACCESS TO AIR TRAVEL FOR DISABLED PEOPLE**

### **Aberdeen**

AACC discussed the consultation on PRMs on 6 June. A broad brush response was approved and has been e-mailed to Sabina Ali. The Committee support wholeheartedly any action that enables PRMs to enjoy the same access to flying as others and at no greater cost. However, from the point of view of a regional airport that has many services operated by turbo-prop and commuter jets, we are aware of some of the constraints compared with larger jets, especially in relation to access without physical handling, use of on-board wheelchairs and so on.

We support the travel sequence approach to the Code, but feel it is too complex and potentially confusing, and specifically question the intrusion of the section on aircraft design part way through the travel experience.

We noted that Aberdeen implemented fully on 1 June 2008 the new measures on PRMs required to be in place by 26 July.

### **London City**

*(Note: This replaces the item in the original paper part of which was included in error)*

Arrangements of the kind required by the new EU Regulation have operated at London City Airport since August 2004. The costs of the service are recovered from the airlines through airport charges.

Nearly 5,000 passengers pass through the airport each year are either disabled, have reduced mobility, hearing difficulties or visual impairments. For these passengers the Airport provides special services and assistance including:

- Toilets adapted for disabled or incapacitated customer use on the main concourse, in the Departure Lounge and in International Arrivals
- Hearing point
- Lift access from the concourse ground floor to the departures level, and from the departure pier to the apron for passenger boarding

The Airport has a dedicated team to help passengers with reduced mobility from the moment they arrive. The team is fully trained and have the latest equipment to help make the passenger experience as smooth and trouble free as possible. There are dedicated disabled car parking spaces within the Short Stay Car Park close to the terminal. The information for disabled people on the Airport's website is currently being reviewed.

### **Manchester**

Arrangements of the kind required by the new EU Regulation have operated at Manchester Airport for some time and every effort is made to assist. Where advance notice is not given

by passengers then a marginally less service is provided but still well within suggested standards.

The Consultative Committee agreed with most of the sentiments in the consultation document but asked for more guidance for clarity on 'reduced mobility' and suggested that 2 hours notice by passengers be accepted as the norm for delivery of the first class service to PRM's.