

EDINBURGH AIRPORT CONSULTATIVE COMMITTEE

MINUTES OF THE ONE HUNDRED AND THIRTY SEVENTH MEETING HELD AT THE QUALITY HOTEL EDINBURGH AIRPORT ON MONDAY 14th AUGUST 2006.

PRESENT: Alastair O'Neil (Chairman)
Tom Wright (Secretary)
Kevin Lang Public Affairs Manager EAL
Bryan Gall Passenger Interests
Roger Magurran Airline Operators Committee
David Law Lothian & Borders Police
Bob Armour Edinburgh Airport Amenities Group
Hamish Stears Edinburgh Chamber of Commerce
Alan Russell Fife Chamber of Commerce
Keith Meakin General Manager NATS
Joe Henderson Kirkliston Community Council
Mrs April Fyfe Ratho & District Community Council
Cllr Alastair Campbell Clackmannanshire Council
Cllr James Philp Fife Council
Cllr James Muirhead Midlothian Council
Cllr David Costello East Lothian Council
Cllr John Longstaff City of Edinburgh Council
Anne Follin Planning Manager EAL

APOLOGIES: Richard Jeffrey Managing Director EAL
Cllr Shami Khan City of Edinburgh Council
Cllr David King West Lothian Council
Margo MacDonald MSP The Consumers Association

WELCOME: Chairman Alastair O'Neil intimated that due to the security situation at the airport Richard Jeffrey had intimated his apologies and that Kevin Lang would deputise for him at the meeting. He welcomed Alan Russell and Mrs April Fyfe who were attending their first meeting of the Committee.

MINUTES OF THE MEETING HELD ON 15th MAY 2006.

The Minutes of the One Hundred and Thirty Sixth Meeting held in the Quality Hotel Edinburgh Airport on 15th May 2006 were approved.

MATTERS ARISING: There were no matters arising.

AIRPORT SURFACE ACCESS STRATEGY:

The Chairman introduced Anne Follin Planning Manager EAL to speak on this subject. She advised that a Strategy had been produced in 2002 to cover the 5 years to 2007 but in view of the recent publication of the Masterplan it was felt appropriate that a new Strategy covering the period 2006-2011 should be prepared at this time. To this end 2 workshops attended by members of the Air Transport Forum and other representatives will take place shortly with a draft strategy being available for

discussion when the Forum meets in October. Although it will be a tight schedule it is hoped that the finalised Strategy will be published by December.

In the 2002 document which had included 21 targets the main one was to achieve 25% of passengers travelling to the airport by public transport by 2007. The figure in 2002 was 16% and at this time is 20%. Taking data from a CAA Passenger Survey it will be possible to obtain a profile of passengers using the airport ie . the type of people, post codes and how they travelled to the airport. It will be a target in the 2006 Strategy to reduce the number of private vehicles using the airport by for example the use of taxi sharing and staff car sharing schemes. Matters raised by members of the Committee included a bus service from the West, bus service to make use of Ring Road to bring in passengers from East Lothian etc, bus service to use Queensferry Road , high cost of parking at the airport and the facility for passengers luggage on buses, trains and trams. It was felt that the lack of luggage facilities was a major deterrent to the use of public transport. Anne advised that it was hoped to introduce a new bus service from Livingston in the near future and that she would put the other suggestions regarding buses to the bus companies. She was fully aware of the concerns regarding luggage. At the present time Edinburgh has the highest percentage of passengers travelling by bus of any UK regional airport. Anne thanked the Committee for its input.

MANAGING DIRECTORS REPORT: In the absence of Richard Jeffrey the report was given by Kevin Lang Public Relations Manager.

Take over of BAA: The take over by a consortium led by Ferrovial had been approved by the BAA shareholders. In practical terms it would mean business as usual at Edinburgh. The new owners had committed themselves to continuing the capital expenditure programme some £300m over the next 10 years and to continue to run the Scottish Airports as a group. The OFT enquiry into the ownership of UK airports continues but is expected to take 18-24 months to complete following upon which the report will go to the Competition Commission.

Present Security Alert at Airport: This had caused major disruption but the response from the staff and the police had been first class. The management of the airport were delighted with the way the staff had pulled together. As from today passengers will be allowed 1 small piece of hand luggage but the restrictions on gels and liquids continues. 50% of passengers will be hand searched and 100% of shoes will be x-rayed. It was felt with regard to hand luggage that it would not return to the position prior to this alert and that this would have serious implications for particular low cost carriers with their turn round targets.

Masterplan: The Masterplan had been published and had been favourably received. Following upon the consultation process an independent analysis had been carried out. This had resulted in 34% of the consultation document being changed in the finalised document. As a result of representations from the City of Edinburgh Council and the Scottish Executive the surface access aspect of the plan had been completely rewritten. Within 24 hours of the publication of the Masterplan a newsletter had been distributed to 10000 households and consultation drop in meetings had been held in Kirkliston, Broxburn and Ratho Station with a meeting in Cramond to take place shortly. It is the intention to hold follow up meetings later in the year.

Cllr John Longstaff advised that he felt that the process regarding the plan had been exemplary and that BAA had clearly listened to the representations made to them.

Traffic Figures: Whilst International Traffic has grown by 18.5% over the same period last year a decrease of 4% is shown in Domestic Traffic. The main reasons for

this is the comeback of rail travel and that less passengers are travelling through the London airports to catch long haul services which are now available from Scotland.
Capital Investment: The new SE Pier Extension will open shortly which will provide 6 new loading gates which will reduce the use of coaches.

Community Involvement: BAA Scotland has signed an agreement with the National Trust for Scotland and the Princes Trust to set up a new national BAA Scottish Outreach Programme. Under this initiative young people from disadvantaged communities close to Edinburgh Airport will be given the chance to get involved in Princes Trust conservation programmes at NTS locations.

Surface Access:

Bus :Bus services are now using the new primary terminal forecourt and all scheduled bus services have been provided with the use of a stance directly in front of the terminal building in order to improve access. Improved information is now available within the terminal regarding bus services.

Roads: New access roads are required from the Gogar Roundabout and the M8 motorway. Edinburgh Airport is the only UK airport which does not have a direct access to the trunk road network.

Rail: The Parliamentary Bill for the rail link was submitted in March. Whilst Edinburgh Airport supports the Bill in principle there remains concern over some of the detailed aspects of the project, specifically relating to compulsory purchase and tunnelling. A detailed objection to the Bill was submitted and Richard Jeffrey gave evidence to the Bill Committee at the beginning of June.

Tram: The tram Bill has passed through the Parliamentary Process and has received Royal Assent. Concerns were raised within the Consultative Committee regarding the provision of luggage capacity on both the train and tram projects.

Taxis: In June Edinburgh Airport banned approximately 70 taxis from the primary forecourt and taxi rank area because of repeated violations of the airport's code of conduct. The Onward Travel taxi company has been purchased by ComCab , part of Comfort Delgro, the largest taxi company in the world.

NOISE COMPLAINT ANALYSIS:

Noise Mitigation Measures: Edinburgh Airport has initiated a thorough investigation into possible measures that may reduce some of the aircraft and ground noise heard by residents living near the airport boundary.

Noise Fining: In May 2006 Edinburgh Airport introduced a system of fining for aircraft that infringe stated noise thresholds. Between 0600 and 2330 the noise threshold is 94dBA and between 2330 and 0600 the threshold is 87dBA.

General Update: For the period May to June 2006 Edinburgh Airport received 138 complaints relating to aircraft noise from 91 different individuals. 45 complaints were recorded from 12 individuals. These figures represent a substantial increase in complaints compared to the same period in 2005. This increase can be attributed to the new 24 hour noise line and the community newsletter which have made the public more aware and which has provided them with the facility to complain. Almost half the complaints relate to military aircraft.

PASSENGER SERVICES:

Route Development: Jet 2 has announced a 3 times a week service to Milan commencing in 2007. Air France is to increase its service to Paris to 3 flights per day. The Delta service to Atlanta is going well and it has not had any detrimental affect on the Continental service to Newark

Customer Complaints Analysis: Complaints regarding security have reduced substantially from previous months showing that security waiting times are reducing. The implementation of the smoking ban has resulted in a reduction in complaints regarding the air quality in the terminal.

Flight Delays: Figures from the CAA covering the January to March quarter have now been published and show an improved performance for Edinburgh Airport in terms of flight delays. The number of scheduled flights operating early on a maximum of 15 minutes late has increased from 73% to 79%. Although the number of charter flights operating early on a maximum of 15 minutes late has fallen from 58% to 56% this only represents 1% of movements during the period.

Security: Performance in security has continued to improve. For the quarter 98.4% of passengers waited less than 10 minutes to pass through the central search area.

CAA AIR SPACE CHANGE PROCESS: The Chairman reminded the Committee that it had been asked to submit a response to this process and it had been his intention to do so after a meeting of a sub committee. However on reading the very complicated papers he had decided to wait until after the Annual Liaison Meeting of the Consultative Committees in Manchester. At that meeting it had been decided that the Secretariat would submit a response on behalf of all the airports Consultative Committees. Keith Meakin of NATS gave an outline of the process which consisted of 7 stages rather than 5 in the previous process together with a long environmental assessment.

ANNUAL LIAISON MEETING OF AIRPORT CONSULTATIVE COMMITTEES. This meeting had taken place in Manchester in June and a report was distributed to members of the Committee.

AOCB: Bob Armour asked Keith Meakin whether he had any information regarding the updating of the Code of Practice for landing aircraft at Heathrow and Gatwick airports.

NEXT MEETING: The next meeting will be held in the Quality Hotel Edinburgh Airport on Monday 20th November 2006.