

EDINBURGH AIRPORT CONSULTATIVE COMMITTEE

MINUTES OF THE ONE HUNDRED AND THIRTY EIGHTH MEETING HELD AT THE QUALITY HOTEL EDINBURGH AIRPORT ON MONDAY 20th NOVEMBER 2006.

PRESENT: Alastair O'Neil (Chairman)
Tom Wright (Secretary)
Richard Jeffrey Managing Director EAL
Jackie Shuttleworth PR Manager EAL
Roger Magurran Airline Operators Committee
Bob Armour Edinburgh Airport Amenities Group
Alan Russell Fife Chamber of Commerce
Ron Brooks Acting General Manager NATS
Bill Scholes Cramond Community Council
Joe Henderson Kirkliston Community Council
Mrs April Fyfe Ratho & District Community Council
Cllr James Philp Fife Council
Cllr David King West Lothian Council
Cllr R Gordon Edgar Scottish Borders Council
Cllr John Longstaff City of Edinburgh Council

APOLOGIES: Kevin Lang Public Affairs Manager EAL
Bryan Gall Passenger Interests
Margo MacDonald MSP The Consumers Association
David Law Lothian & Borders Police
Keith Meakin General Manager NATS
Hamish Stears Edinburgh Chamber of Commerce
Cllr Alastair Campbell Clackmannanshire Council
Cllr James Muirhead Midlothian Council
Cllr Shami Khan City of Edinburgh Council

WELCOME: Chairman Alastair O'Neil welcomed Bill Scholes, Ron Brooks and Jackie Shuttleworth who were attending their first meeting of the Committee.

MINUTES OF MEETING HELD ON 14th AUGUST 2006.

The Minutes of the One Hundred and Thirty Seventh Meeting held in the Quality Hotel Edinburgh Airport on 14th August were approved.

MATTERS ARISING:

With reference to Noise Fining Richard Jeffrey advised that the system had now been implemented but as no aircraft had breached the rules no fines had been levied. Ron Brooks agreed to try to ascertain when the new Code of Practice for landing aircraft at Heathrow and Gatwick airports will be published.

MANAGING DIRECTORS REPORT:

Richard Jeffrey reported as follows:

Traffic Figures:

Domestic traffic has fallen by 6.3% compared to the same period last year whilst International traffic has increased by 15.5%. The reasons for the drop in Domestic traffic are that more passengers are flying abroad direct from Edinburgh rather than routing through the London airports, use of smaller aircraft by BMI, reduction in flights by BA and greater use of the rail network. The overall growth rate of 0.8% over the period compares with a forecast of 4%.

The traffic mix shows Low Cost at 29.6% and Traditional at 70.4%. Freight figures over the period show an increase of 53.7% due mainly to the expansion of their fleet by Royal Mail operating out of Edinburgh.

CAPITAL INVESTMENT:

Projects under Construction:

Food Court Development: Work is underway to remodel the existing Food Court which has been the subject of many complaints in the past. It is hoped that when it is completed it will be a place where passengers want to eat in future.

Projects completed:

South East Pier: The official opening will be conducted by the First Minister on 1st December. The feed back from this project has been very positive to date.

Immigration Queuing Project: Due to the increase of International traffic the immigration hall has been upgraded to include new barriers designed in a way to increase the overall length of the queues to avoid congestion.

Projects being developed:

Consolidated Car Rental Centre: This project will centralise all car rental facilities on one site.

Departure Lounge Extension: The lounge will be extended to include substantial new retail, services and catering offers to create a new 'Retail Lounge'.

Central Search Capacity: This project will provide additional space in which to install more X Ray machines for passenger screening.

COMMUNITY ISSUES:

Master Plan: In July Edinburgh Airport launched its Master Plan which sets out a framework for the development of the airport over the next 25 years. One third of the final Master Plan was changed following upon the consultation period. Drop in sessions were held in Broxburn, Cramond, Ratho Station and Kirkliston and 9500 households in the vicinity of the airport received a copy of a community newsletter. Further public drop in sessions are planned for later this year. Mori had conducted a representative survey of houses within a 5 mile radius of the airport and the results had shown that 81% were in favour of the airport and 3% against. A further survey covering properties within a 3 mile radius is to be carried out in the near future.

Community Involvement:

BAA Outreach Programme: BAA Scotland launched this project in September. It has been established through a partnership with the National Trust for Scotland and the Princes' Trust. 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. The airport is also encouraging its staff to get involved by offering paid leave for those who volunteer with the project.

SURFACE ACCESS:

Bus: 124000 passengers have used the 35 Service during the last year and a further 35000 passengers have made use of the 747 Service from Fife. A new service from West Lothian will start in 2007.

Road: A direct spur linking the airport and the M8 is essential to relieve congestion and to assist with the development of the airport. It is awaited to see if this will be included in the West Edinburgh Planning Framework which is due to be published shortly. Cllr Longstaff advised that if it

is not strong representations should be made by BAA and the local Community Councils as the people they represent will continue to be affected by the growing congestion on the roads.

Rail: TIE submitted the Edinburgh Airport Rail Link Parliamentary Bill in March 2006 and it is now half way through the Parliamentary process. BAA Edinburgh have now agreed a legal agreement with TIE which means that both parties will have a legal obligation to work together. For example the method of tunnelling under the runway must be agreed with BAA Edinburgh before it can proceed. The date for the rail link's completion is 2011.

Tram: The Tram Bill has now passed through the Parliamentary process and has received Royal Assent. The completion date for this project is 2009.

Taxis: The taxi service is operating well with arriving passengers being well provided for.

Surface Access Strategy: An updated Airport Surface Access Strategy is now in preparation and the new document which will cover the period 2007 to 2011 will be published in early January 2007.

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 to the airport boundary. This work is being undertaken in conjunction with both Glasgow and Aberdeen airports.

General Update: For the period July to September 2006 Edinburgh Airport received 55 complaints relating to aircraft noise from 48 different individuals. Of the complaints some 22 were received from the Cramond area. The figures represent an increase from the 49 complaints received in the same period in 2005. The noise complaint line is operating well and has been well received.

Joe Henderson advised that the aircraft noise did not concern 99% of the residents of Kirkliston and Mrs Avril Fyfe advised that aircraft noise was not a big issue in her area. Bill Scholes said that he felt that the complaints made to the complaints line were being dealt with in a professional manner.

PASSENGER SERVICES:

Route Development: 6 new services had been announced but had not yet started, two services had been withdrawn and a further service had reduced its frequency.

Customer Complaint Analysis: During the period 79 3rd party complaints, 43 compliments, 28 compliments and 31 suggestions had been received. Following upon the implementation of the enhanced security measures in August 35 compliments had been received praising the way BAA and the staff had dealt with the situation.

Flight Delays: Figures from the CAA covering the period April to June show an improved performance for Edinburgh Airport in terms of flight delays. The average delay on all flights was 24 minutes for charter operation which forms only a small percentage of movements and 14 minutes for scheduled operators.

Security: Prior to 10th of August passengers were being processed through security at a rate of 1800 per hour but after that date due to the new restrictions this figure had been reduced to 1300 per hour. It will be necessary to restore the rate to 1800 by the Summer and to this end further staff will be recruited and 3 new X-Ray machines purchased. In response to a query regarding the further provision of seats in the security area for the use of passengers after passing through security it was advised that Department of Transport Security Team did not want passengers to remain seated in the area. Although passenger numbers dropped during August they were back to normal by the end of the month.

OTHER MATTERS:

Royal Highland Showground: There had been no further contact between the parties and in this respect the publication of the West Edinburgh Planning Framework is awaited. Mrs Fyfe asked to what use the airport would make of the Showground and what would be the noise implications for the residents of Ingliston. Richard Jeffrey advised that the ground would be used for the parking of

aircraft on new stands and that the terminal building could be extended to that area. This ground is not required until 2013 and no detailed plans have been prepared at this time. As this will be new land acquired by EAL it will require to submit detailed planning applications before any work can be carried out. At this time therefore no indications can be given regarding the noise threat to local residents.

Take over by Ferrovial: Several Senior Executives of Ferrovial had visited Edinburgh and Richard Jeffrey had been encouraged to hear that they intended to support a continued programme of Capital expenditure. They were not interested in selling assets and that they were in for the long term.

Disabled Parking: Bob Armour asked that the 15 free minutes parking given to disabled passengers be extended to 30 minutes and Richard Jeffrey agreed to look this request.

European Regulations for Passengers with Reduced Mobility.

At the present time it is accepted practice that it is the responsibility of the airport to get passengers to the check in with the airline being responsible to take the passengers to the aircraft. The airline would take the passengers to the baggage reclaim and the airport would take them from there to their transport. From 2008 it will be entirely the airport's responsibility to deal with passengers with reduced mobility and the airport will then pass on the cost of this service to the airline. This service will not be blue badged based.

AOCB: Bob Armour advised that he had passed to Richard for his attention papers prepared by the SCDI which showed figures which differed from those which had been shown to the Committee in Managing Directors Reports.

The Chairman advised that as his tenure as Chairman of the Airline Operators Committee would cease at the end of the year this would be Roger Magurran's last meeting of the Committee. He thanked Roger for his valuable contribution during 2006.

The dates for the meetings for 2007 which will again be held in the Quality Hotel are 12th February, 21st May, 13th August and 19th November.