

1. Background

History of Bristol Airport

We are proud of our history, which stretches back to 1930, when a group of pioneering businessmen and enthusiasts established Bristol's first airport at Whitchurch. Bristol Airport was officially opened on 31 May 1930 by HRH Prince George, becoming only the third civil airport in the country. By 1939 the Airport was handling 4,000 passengers per year. In 1945, discussions on the fate of Whitchurch following the war conclude that it cannot be developed for peace-time use and its future is limited as there is no possibility of extending the runway.

In 1955, Bristol wins its ten-year battle for a new City airport. Lulsgate Bottom Airfield, which had not been in use as an R.A.F airfield in the 10 years since the war is purchased for £55,000 by the Bristol Corporation. It is announced that Bristol's new aerodrome will officially be known as "Bristol (Lulsgate) Airport". The Duchess of Kent, whose late husband - killed during the war - had previously opened Whitchurch Airport, opens the new airport in 1957. The first year of operation is successful with a throughput of 33,000 passengers. The Airport developed over several years with 1988 seeing the first 100,000 scheduled passengers passing through the Airport for the first time.

In 1994 the Airport has approved by the Secretary of State the development of a new terminal building and in 2000 the new terminal building opened its doors for the first time, with HRH Princess Royal doing the honours. Other infrastructure improvements include the introduction of a category III all-weather landing system. It was in 2000 when passenger numbers pass the 2 million mark for the first time.

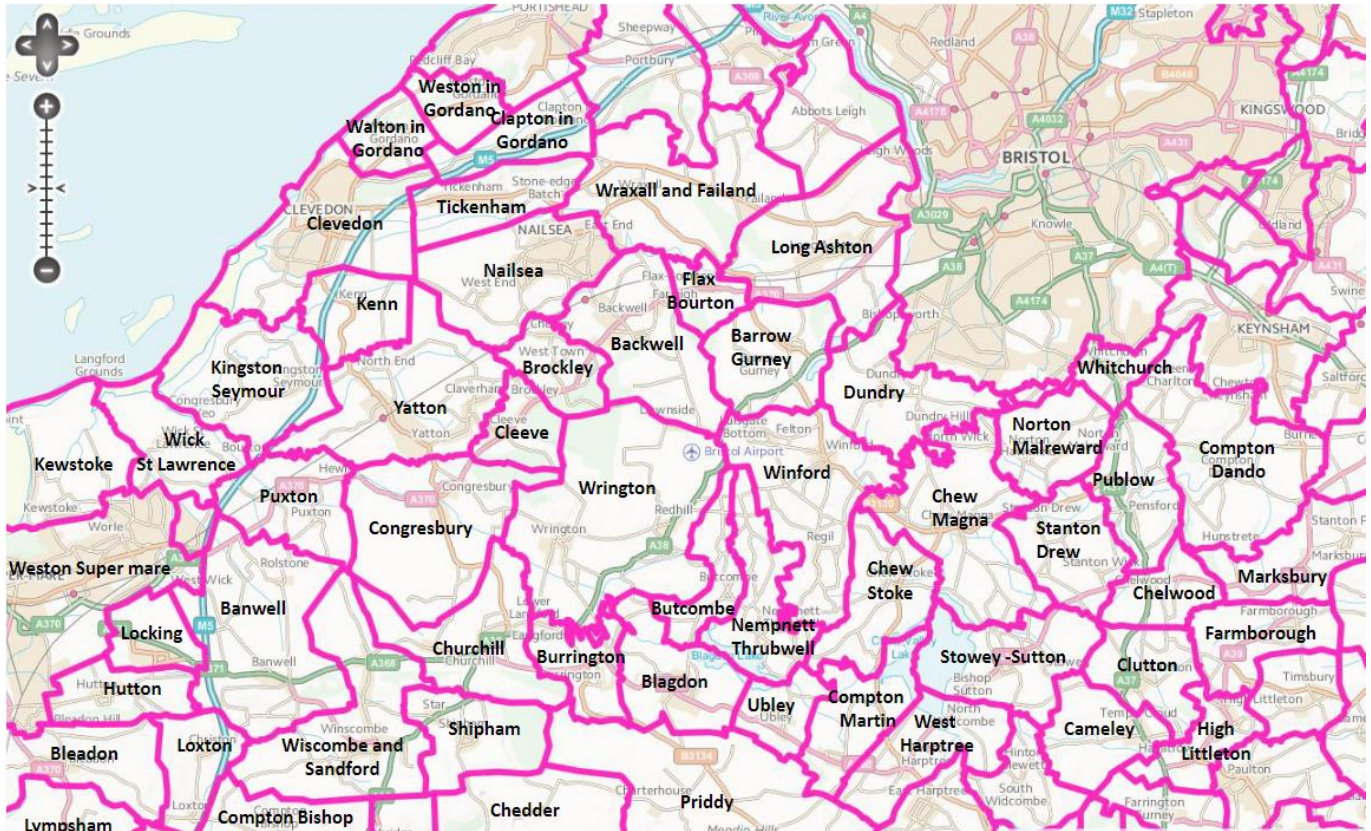
The Airport continued to grow and in 2011 was granted permission to handle 10 million passengers per year. In 2017 the Airport saw its 60th birthday and reached 8.6 million passengers in 2019. The next two years passengers numbers fell due to the COVID-19 pandemic however in 2022 are now rising post pandemic.

2. Purpose

As the Bristol Airport has grown over the past 70+ years, it is important to keep our neighbours and wider community stakeholders informed. The purpose of this Parish Information Pack is to share information regarding the Airport's operations, it's controls, community schemes and where to find additional information as needed. This information will hopefully be used to inform the local community and will be a useful 'go-to' document in conjunction with latest news and information as per our newsletter. If you want to make contact with the Airport about the information with this Parish Information Pack please contact sustainability@bristolairport.com.

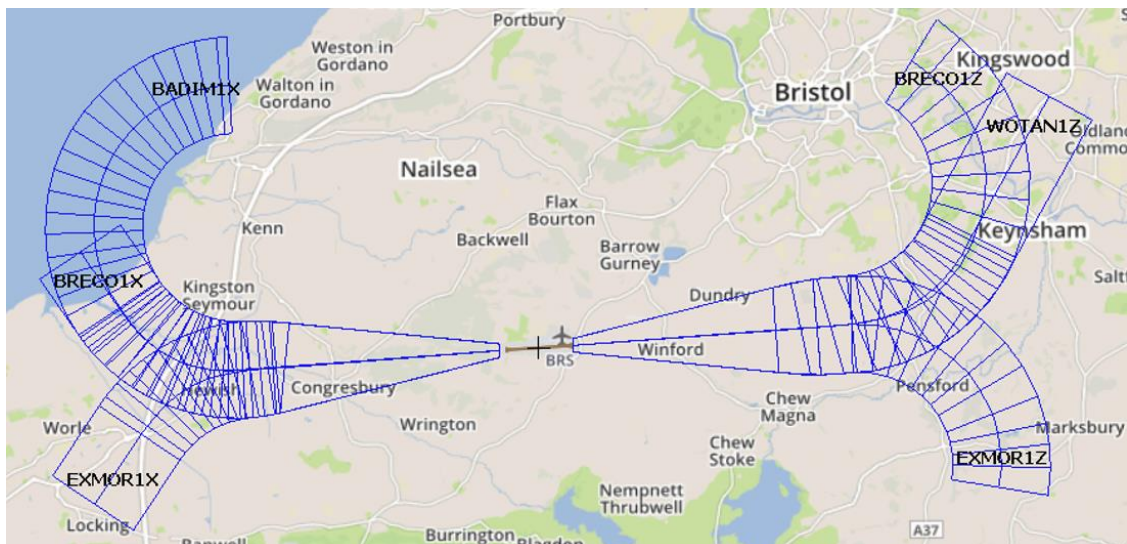
3. Location and neighbouring Parishes

Bristol Airport is located eight miles south of Bristol City and is situated between several Parish Councils. A map showing all the neighbouring and wider Parish Council within the region is below:



4. Flight Paths:

Bristol Airport has only one runway and is 2011 metres in length. The ends of the runway are designated as Runway 09 and Runway 27. These relate to the compass bearings based on the runway's geographical orientation. There are six dedicated departures routes, three due West and 3 due East. As the airport is a 24 hour operation these can be used at any time. The image below illustrates these departure routes:



There are also arrival routes and aircraft will fly towards the airport from the north and south of the Airport before making a final approach to land. Arrivals can land using either end of the runway and which end is dependent on weather conditions, particularly wind. Aircraft will be positioned to land and take-off into wind. There are a number of information guides on Bristol Airports website which describe departures and arrivals in further detail. These can be found here: [Noise management policies at Bristol Airport | Bristol Airport](#).

Further technical information regarding the Airports flightpaths, including maps which illustrate how local airspace connects with national and European airspace, please visit NATS eAIS Package for the United Kingdom at [eAIS Package United Kingdom \(ead-it.com\)](#).

5. Operating Restrictions:

Bristol Airport operates 24 hours a day and aircraft do arrive and depart at night. As a result, we have in place several restrictions to limit the impact of Bristol Airport to the surrounding community. We are aware that aircraft noise at night is more noticeable, with otherwise low ambient noise levels, and this period is acknowledged as a sensitive time.

Bristol Airport therefore operates night flying restrictions, with set limits on the number of aircraft movements that can occur and the level of noise these movements can make. The night flying restrictions form part of our planning permission with North Somerset Council.

In summary, the restrictions are split into two seasons, summer and winter, based on the change to and from British Summer Time. The night period is from 23:30 hours to 06:00 hours. The restrictions include:

- A summer period limit of 3000 movements
- A winter period limit of 1000 movements

Each aircraft movement is also assigned a Quota Count based on its noise level. The sum of all these quota counts is calculated and restrictions are applied including:

- A summer period limit of 1260 quota count
- A winter period limit of 900 quota count

The Quota Count points for each aircraft are published by the Civil Aviation Authority. Aircraft of a quota count of 4 or more (the noisiest aircraft) are banned from being scheduled. In addition, we have in place an annual shoulder period (23:00 – 23:30 and 06:00 - 07:00) aircraft movement limit of 10,000 movements. This is in place to ensure high numbers of aircraft movements do not occur just outside the main night period.

We also have a night-time noise limit for departing aircraft of 83dB, as recorded at our centreline noise monitors, which is more stringent than our daytime limit of 88dB. These were previously 85dB and 90dB before 2022 and are reviewed periodically. The noise monitoring points are located 6.5km from the start of roll for runways 09 and 27. Aircraft will be subject to a surcharge of £750 for the first 3dB exceeded, plus an extra £1,250 for each 3dB above these limits.

The above restrictions cover which aircraft and when aircraft can operate. There are also restrictions which apply to daytime operations, where aircraft fly on departure and industry best practices to reduce noise produced on arrival.

Bristol Airport is busiest during the summer months, mainly a 92-day period between mid-June and mid-September. For clarity the day period is from 06:00 – 23:00 hours. Every year the Airport must produce a forecasted noise contour and report it to the local planning authority on 31st January. This forecast contour is based upon the airline's schedules, projected passenger bookings and therefore activity for the coming summer. This contour is produced

by noise consultants on behalf of Bristol Airport using the latest version of the Federal Aviation Authority noise contour modelling software Aviation Environment Design Tool (AEDT).

The AEDT software, by using a topographical model of the airport, generates noise contours based on actual noise data from the Airports noise monitors and the airline scheduling information. The software produces contours which start small around the immediate area of the Airport and increase in size as they are plotted further from the airport. These bands are known as contours and represent noise levels based on the above information. The highest noise level produced is 63dB and is the smallest contour band size. The lowest noise level produced is 54dB and is the largest contour band size. There are several contour sizes, in 3dB intervals, in between and each larger contour overlaps the small ones, picture a Matryoshka Doll as a practical way to how these contours work.

These contours are important for two key reasons. The first is the 57dB day contour size is a legally binding limit on the Airport. This contour must not exceed 12.42 kmsq and the Airport continues to remain in this limit. The second reason is the 63, 60 and 57dB contours determine homeowner eligibility for the Airports Noise Insulation Scheme. Details of the Airport's Noise Insulation Scheme is covered in section 7.

Not only are there controls in place for night, day, busy periods and absolute noise levels but there is also restrictions where aircraft can fly on departure. As highlighted previously the Airport has six departure flightpaths. Overlaid on these are Noise Preferential Routes or NPR's. The NPR's limit, up to 3,000ft in altitude Above Sea Level (ASL), where an aircraft can fly. The NPR therefore is a aircraft track keeping control, similar to when a four lane motorway might have two lanes closed due to an accident or debris for a period of time, cars like aircraft with the NPR, must adhere to it.

To police this the Airport's noise monitoring system also makes use of radar data to create 'Tracks'. These tracks are then tested to the controls as set out in the Airports Aeronautical Information Package or AIP which can be found here: [eAIS Package United Kingdom \(ead-it.com\)](http://eAIS.Package.United.Kingdom.ead-it.com), under Part 3 aerodromes, EGGD Bristol, AD 2.21 EGGD noise abatement procedures.

Bristol Airport has introduced an online version of this track keeping system where any interested party can look at aircraft movements associated to the airport. It is linked on our website which can be found here: [Noise management policies at Bristol Airport | Bristol Airport](#).

Aircraft which are above a minimum weight threshold (so not to penalise helicopters for instance) must pay a fine if they do not follow the NPR without good reason. The charges are as follows:

During the period 06:00 hours to 23:29 hrs (local)	£750 per failure
During the period 23:30 hours to 05:59 hrs (local)	£1,000 per failure

Prior to levying the surcharges above Bristol Airport will consult with the airline operator to establish steps they can take to avoid further failures. Surcharges will not be levied where a departure from the prescribed routes was necessary for avoiding immediate danger or for complying with ATC instructions.

Finally in terms of best practice the Airport measures, monitors and publicly reports on the use of Continuous Descent Approaches or CDAs. CDAs are a best practice by reducing the noise impacts from an arriving aircraft when its making its final approach to the Airport. Further details regarding CDAs and NPRs can be found here: [How aircraft arrive and depart Bristol Airport](#).

6. Monitoring and Performance

All information relating to Bristol Airport ranging from passenger numbers to carbon emissions can be found in the Airports Annual Operations Monitoring Report. The report is published each year and covers the previous year's activity and compliance. The latest version can be found [here](#).

Further to our annual monitoring report we provide quarterly updates to our Environmental Effects Working Party, which is a working group on behalf of the Airports Consultative Committee or ACC. The Environmental Effects Working Party is attended by Airport representatives and Parish Councillor's representing some of the nearest communities to the Airport. Minutes and details of both groups can be found on our website [here](#).

7. Community Programmes

Bristol Airport has two main community related programmes. These are the Airports Noise Insulation Grant Scheme and the Airport's Environmental Improvement Fund.

Bristol Airport's Noise Insulation Grant Scheme provides grants for noise insulation, including new windows for local residents. Every year external acoustics consultants compile a list of eligible properties based on the summer's flight programme based on noise contours (as explained in Section 5). Every eligible property will receive a letter inviting them to apply at the beginning of March each year.

All applications must be submitted by the start of June and successful applicants will be informed shortly thereafter.

Those who are interested will need to:

- Read the [guidelines](#).
- Check they are in the area eligible to apply. An online interactive map is available [here](#).
- Obtain a quote from a window contractor. Specifications for windows are available within the guidelines.
- Complete an application form and upload quotes using the [application](#) form link.

If you are unable to access this application form online, please contact us using the details listed in the guidelines or via email: sustainability@bristolairport.com.

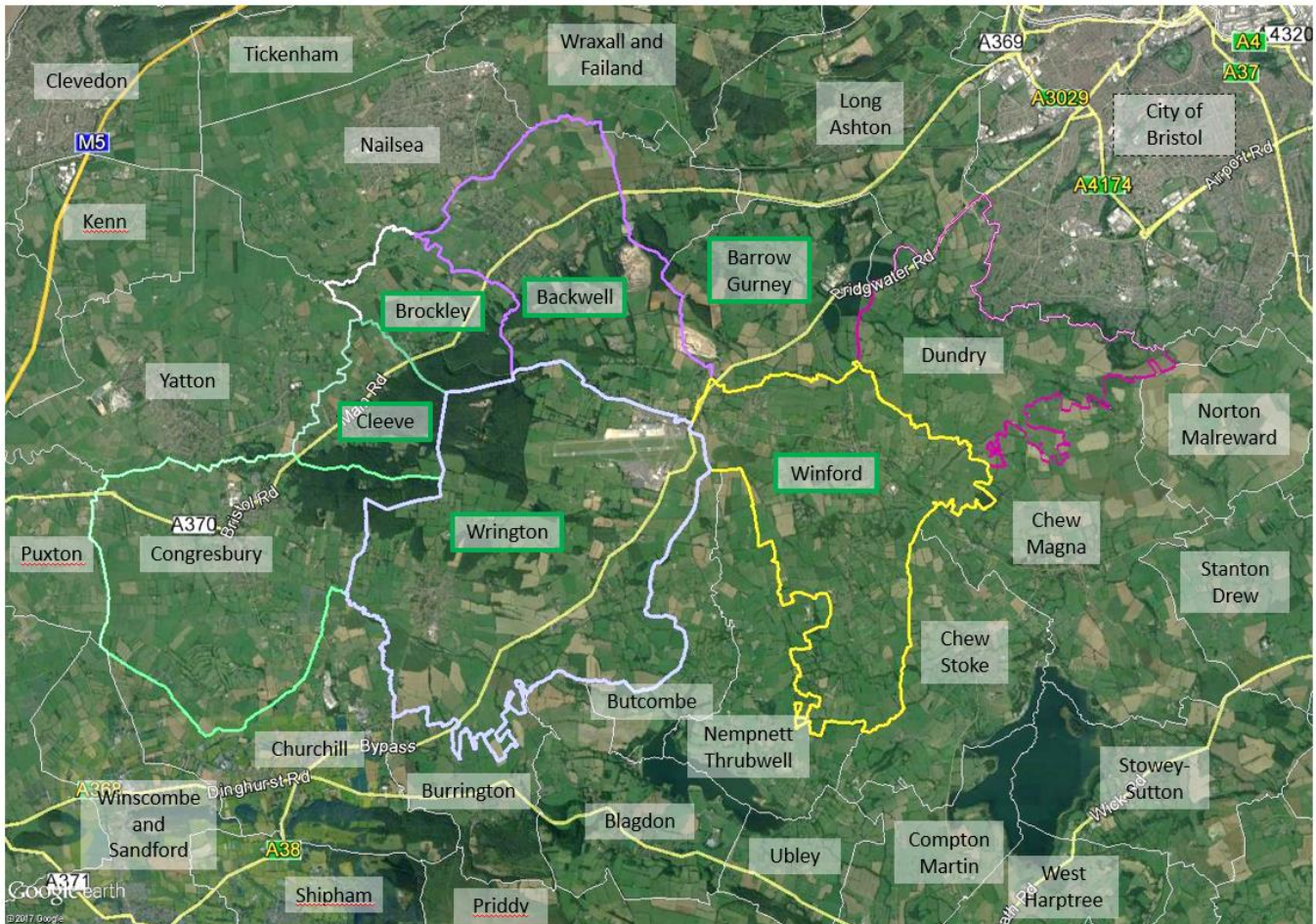
The second is the Environmental Improvement Fund. Bristol Airport makes grants to community groups in the local area most affected by the Airport's operations. Since 2012 over £1 million granted to projects in the local area.

The Bristol Airport Environmental Improvement Fund concentrates on a number of core local parishes including the villages of Winford, Wrington, Backwell, Brockley, Cleeve and Barrow Gurney. These areas are shown in the map below:



Parish Councils

= core area for Environmental Improvement Fund



Projects need to meet at least one of the criteria set by the Fund. Over £100,000 is contributed to the Fund each year. The Fund's Management Committee meets on a quarterly basis and all applications need to be received at least two weeks prior to the meeting dates. If you need advice or assistance regarding your project please contact the Community Fund Administrator (communityfund@bristolairport.com) who would be more than happy to assist.

7. Key Contacts and Further Information

For further information regarding the contents of the Parish Information Pack please email sustainability@bristolairport.com and we will try to help.

Links to further information can be found on our website www.bristolairport.co.uk. Click on about us and choose either Local Community and/or Environment to find out further information.

