

Cheltenham Borough Council
Overview & Scrutiny Committee – 25 November 2013
Gloucestershire Airport Green Policy Fourth Annual Review
Report of the Chair of the Joint Airport Scrutiny Working Group

Accountable member	Councillor Tim Harman, Chair of the Joint Airport Scrutiny Working Group
Accountable officer	Pat Pratley, Deputy Chief Executive
Ward(s) affected	None
Key Decision	No
Executive summary	<p>The Joint Airport Scrutiny Working Group met on 21 October 2013 to receive a report and presentation on the fourth review of Gloucestershire Airport's Green Policy from the Operations Manager at Gloucestershire Airport Ltd (GAL).</p> <p>Overall, the Working Group was satisfied with the progress made by GAL during the review period; however, it made a recommendation that, before the next annual review, GAL management work with council officers to consider whether the current ceiling of 4,000 tonnes CO₂ for aircraft emissions, set down in the green policy, should be recalibrated as a result of guidance to be issued by Defra in 2014.</p>
Recommendations	<p>The Overview & Scrutiny Committee is recommended to:</p> <ul style="list-style-type: none"> (i) endorse the report from the Joint Airport Scrutiny Working Group (ii) forward the report to Cabinet with a recommendation that Cabinet notes that officers will be working with GAL management to consider whether the ceiling of 4,000 tonnes CO₂ for aircraft emissions set down in the green policy should be recalibrated

Financial implications	<p>None – review of a document owned by Gloucestershire Airport Ltd</p> <p>Contact officer: Nina Philippidis, Accountant, Business Partner Team (West), nina.philippidis@cheltenham.gscx.gov.uk, 01242 264121</p>
Legal implications	None – review of a document owned by Gloucestershire Airport Ltd
HR implications	<p>None – review of a document owned by Gloucestershire Airport Ltd</p> <p>Contact officer: Julie McCarthy, HR manager (GO shared services), Julie.mccarthy@cheltenham.gscx.gov.uk, 01242 264355</p>
Key risks	See Appendix 1

Corporate and community plan Implications	The Gloucestershire Airport Green Policy is not a council document; however, as a shareholding council, encouraging the Airport to improve its environmental performance ensures it contributes to the council and community objectives of reducing carbon emissions. The Airport is also encouraged to take positive steps to engage with the local community.
Environmental and climate change implications	In addition to the above, the Policy also includes measures to tackle other environmental concerns including noise pollution, water quality and waste management.
Property/Asset Implications	None

1. Background

- 1.1 Gloucestershire Airport Green Policy was approved by the Cabinets of both shareholding councils in April 2009. Included in this was a commitment to monitor and review the policy on an annual basis.
- 1.2 This fourth review covers the period 1st April 2012 to 31st March 2013 but does include some information up to August 2013.
- 1.3 Council officers have collated the reports for previous reviews, but, in a change to the process, it was agreed at the last annual review that GAL management would prepare and present the report to the Joint Airport Scrutiny Working Group. A copy of their report is attached at Appendix 2.
- 1.4 The Joint Airport Scrutiny Working Group received the report and presentation on 21 October 2013. The extract of the meeting minutes attached at Appendix 3 outline the points raised by the Working Group in response to the report and presentation.

2. Reasons for recommendations

- 2.1 Overall, the Working Group was satisfied with the progress made by GAL during the review period.
- 2.2 It was noted that emissions from ground operations had increased; however this was not unexpected. The increase was put down to a harsh winter coupled with an inefficient electric heating system. Improving the heating system will require major investment; the airport is already considering the feasibility of installing PV panels on its car park to generate an element of its own electricity.
- 2.3 Members also noted the 16.6% reduction in emissions from aircraft within the context of a 10% increase in aircraft movements. This reduction was largely accounted for by aircraft upgrades, but also a change in the methodology used for calculating the emissions.
- 2.4 When the Policy was originally developed, national guidance on calculating emissions from air travel was not available. A methodology was therefore developed locally with independent consultants and this is set out in the Green Policy. However, Defra has now published national guidance and part of this guidance has been applied to the latest figures, accounting for a straight line 2% reduction in emissions.
- 2.5 Defra is planning to bring in a further change to the guidance next year and GAL has suggested that this change may have a significant impact on the calculation of aircraft emissions, such that the current ceiling of 4,000 tonnes CO₂ may no longer be appropriate.

2.6 The Working Group therefore recommended that, before the next annual review, council officers work with GAL management to consider whether the ceiling should be recalibrated.

3. Performance management – monitoring and review

3.1 The next annual review will cover the period 1st April 2013 to 31st March 2014 and will consider the progress made on implementing the Green Policy and the implications of the Defra guidance on the current ceiling for aircraft emissions.

Report author	Contact officer: Gill Morris, climate change and sustainability officer, gill.morris@cheltenham.gov.uk, 01242 264229
Appendices	<ol style="list-style-type: none"> 1. Risk assessment 2. Gloucestershire Airport Green Policy Fourth Annual Review report (note: title should read 'fourth' not 'third') 3. Joint Airport Scrutiny Working Group, extract of meeting minutes, 21 October 2013
Background information	<p>Available from Gloucestershire Airport website:</p> <ol style="list-style-type: none"> 1. Gloucestershire Airport Ltd Green Policy Issue 3 2. Gloucestershire Airport Ltd Green Travel Plan

The risk				Original risk score (impact x likelihood)			Managing risk				
Risk ref.	Risk description	Risk Owner	Date raised	Impact 1-5	Likelihood 1-6	Score	Control	Action	Deadline	Responsible officer	Transferred to risk register
1	If the airport fails to make progress on implementing its Green Policy this could have a negative impact on the council's reputation locally	Deputy Chief Executive	25/11/13	2	2	4	Reduce	The annual review process ensures the council receives regular updates on progress	Ongoing	Climate change & sustainability officer	Commissioning division
<p>Explanatory notes</p> <p>Impact – an assessment of the impact if the risk occurs on a scale of 1-5 (1 being least impact and 5 being major or critical)</p> <p>Likelihood – how likely is it that the risk will occur on a scale of 1-6 (1 being almost impossible, 2 is very low, 3 is low, 4 significant, 5 high and 6 a very high probability)</p> <p>Control - Either: Reduce / Accept / Transfer to 3rd party / Close</p>											

**Joint Airport Scrutiny Working Group
21 October 2013
4:00pm to 6:00pm**

Extract of minutes relating to Green Policy

6.0 Presentation of the fourth review of the Gloucestershire Airport Green Policy report

- 6.1 DL reminded members that the green policy had been developed as part of a condition for the runway safety project and continues to evolve. The airport has now taken responsibility for producing the review report, as requested at the November 2012 JAWG meeting. The past year has been the busiest year for some time for GAL and the airport is now rated 11th in the UK for total aircraft movements and is the busiest general aviation airport in the market.
- 6.2 CO₂ ground emissions had increased by 15% due to the reliance on electrical heating and the harsh winter period, however, GAL continues to investigate the feasibility of onsite electricity generation using PV.
- 6.3 There has been a reduction in aircraft emissions of 16.6% due to the use of more modern aircraft, resulting in less fuel being used and quieter aircraft. There has also been a change in the methodology used for calculating the emissions. Unleaded fuel was introduced in April 2012 and has been very successful and usage of unleaded fuel will increase in the future.
- 6.4 Out of hours activity has reduced and is well within the agreed parameters set down in the policy. Changes to out-of-hours activity, approved by JAWG, have not yet been implemented as it has not been necessary. There was some difference in the understanding of what had actually been approved and DL agreed to report back with clarification.
- 6.5 Noise complaints had increased and it was noted that two individuals are responsible for the majority; as a consequence the data is being skewed. The underlying downward trend is likely to be related to increased use of more modern aircraft.
- 6.6 Recycling activity has grown significantly as it has been rolled out to all airport tenants.
- 6.7 In the presentation, DL reported on progress against the 2012 JAWG recommendations. Work is continuing with Down Hatherley PC regarding noise issues. The PC has a place on the consultative committee but an independent group has been set up and continues to express concern outside of the PC; the airport will continue to work with them.

7.0 Member Questions

- 7.2 Responding to a member question regarding the airport walks scheme, DL confirmed that walkers are protected by a 1.8m perimeter fence.
- 7.3 The reduction in CO₂ emissions from aircraft was welcomed. With regard to the change in methodology, a member asked if GAL is also looking at previous years as it will be useful to be able to compare the difference in the figures using the different methodologies.
- 7.4 DL advised that the difference is currently a straight-line 2% reduction, but DEFRA is proposing to introduce a radiative forcing factor from 2013 (this is the effect of aircraft cruising at high levels in

the atmosphere). This could have a significant negative impact on the figures. It was agreed that officers would work with GAL in April/May 2014 to understand the impact and consider recalibrating the 4.000 tonnes CO₂ ceiling currently set in the policy.

DL agreed to add baseline information re progress of the Green Travel Plan 2013.

- 7.3 DL advised that there had been a 10% growth in aircraft movement levels and the reduction in aircraft emissions is therefore encouraging. Future growth will involve more of the modern aircraft. In the future GAL will consider looking at the CO₂ calculation at more than one point during the year, although this is a time consuming and complex exercise.

8.0 Confirmation of next steps and process for 2014 review of the Green Policy

- 8.1 Members agreed that a report will be taken to Overview and Scrutiny Committee for noting by Cabinet, subject to recalibration of CO₂ emissions being noted specifically.

9.0 Any other business

No other business was discussed.