



Gloucestershire Airport Information Pack

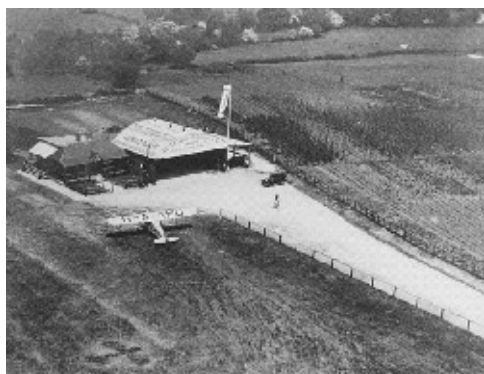
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Past, Present and Future

History

Gloucestershire Airport began its life at Down Hatherley in 1932, on a site adjacent to the present location. The Westgate House Motor Company of Gloucester set up the aerodrome as a dealership for de Havilland aircraft, and demonstrated them from this site. The Cotswold Aero Club, formed in 1927, also flew from the site and still operates today.



In 1936, showing considerable foresight, the joint Councils of Cheltenham and Gloucester purchased the land which the airfield currently occupies for the sum of £1200 and the new municipal airport was officially opened in July 1936. New buildings and facilities were constructed and the first passenger services were operated by Railway Air Services, offering Staverton as a 'request stop' on their Birmingham to Bristol service,

During World War Two, the site was requisitioned and the hard runways were laid. Staverton served as an RAF Navigation Training school and was home to the flight test departments of Rotol, Dowty and Folland, who developed and tested many engines, propellers and undercarriage systems during the war years. The Gloster Aircraft Company at nearby Brockworth also used the airfield for storage of aircraft prior to their entering squadron service.



In the post war years, Staverton returned to civilian use and was operated by a number of famous aviation companies, including Sir Alan Cobham's Flight Refuelling, who developed in-flight refuelling techniques at the Airport. For many years Smiths Industries based their flying test bed aircraft fleet at the airport, including a Vickers Varsity and Hawker Siddeley 748.

Destinations such the Channel Islands, Dublin and the Isle of Man were also served by scheduled flights, operated by regional airliners including the DC3, Herald, Viscount and Shorts 360.

During the 1960s and 70s, the airport became the home of the Skyfame Museum. This was one of the first museums in Britain dedicated to the preservation of Second World War aircraft. Some of its aircraft were flyable and the annual Skyfame air display was one of the great highlights of the airport calendar.

As modern jet aircraft, unable to operate from Staverton's modest runways replaced turboprops, passenger services gradually declined during the 1980's. The Airport continued to flourish, however, as a centre for 'General Aviation' including all aspects of training, recreational flying and business and corporate aviation.

In the 1990s, the airport became an important helicopter centre, with Police Aviation Services, Bond Air Services and, more recently, Bristows establishing their headquarters here.



In 1993, Staverton was rebranded as Gloucestershire Airport to reflect its increasing prominence as the business aviation centre for the County. Today it is a thriving business and recreational airport handling around 70 - 80,000 flights each year.

The location, facilities and four runways provide the perfect site for a wide range of aircraft from vintage biplanes, single-engined trainers, state-of-the-art executive jets, military helicopters to commuter airliners pictured below.



Heritage

Gloucestershire Airport is at the heart of a region rich in British aviation heritage. During the First World War, H H Martyn first produced military aircraft in nearby Cheltenham Spa and, in 1917, formed the Gloucestershire Aircraft Company.

This was soon relocated to Brockworth and its name shortened to 'Gloster' as overseas customers had difficulty with the pronunciation. Gloster manufactured many legendary aircraft, notably the E28/39, powered by Sir Frank Whittle's revolutionary jet engine. The aircraft had its first unofficial flight during taxiing trials at Brockworth airfield on 8th April 1941.

Gloster also built the Meteor jet fighter, the first jet aircraft to enter RAF service and the delta wing Javelin all weather fighter. We are fortunate to have a rare and fine example of the Javelin, several Meteors and a replica of the E28 on display at our Airport as part of the Jet Age Museum's collection.

The Jet Age Museum is an all volunteer, charitable organisation dedicated to the preservation of Gloucestershire's aviation heritage. In 2012, the museum will shortly building a permanent home for their collection here at the airport. This will include a wealth of documentation, photographs and memorabilia from the local aircraft companies. We are proud to be helping to preserve the regions aviation history but the museum needs your help. Join as a member for £10 per year to help raise funds for the project. Visit www.jetagemuseum.org for details.



Rotol Airscrews was established at Staverton in the late 1930's developing, designing and building propellers for the majority of the RAF's wartime aircraft. Sir George Dowty developed his unique internally sprung wheel here.

Over 70 years later, Messier Dowty and Dowty Rotol, the descendants of these famous companies, are still at the Airport, building landing gear and propellers for world markets.

Cheltenham is also the birthplace of such figures as Sir Frederick Handley-Page and Sir Arthur (Bomber) Harris.

The Airport today

Gloucestershire Airport is a Limited Company, established in 1992. The Company has a 999 year lease on the 400 acre site and manages both the commercial and aviation-related activities. It is jointly owned by Gloucester City and Cheltenham Borough Councils, who each has a 50% shareholding in the company.

Gloucestershire Airport Ltd trades as a normal, profit making business. Far from receiving Council Tax subsidies, it actually contributes directly to the income of its Local Authority shareholders. It does this by paying both a proportion of its property rental income and an annual dividend. It employs approximately 50 people and has an annual turnover of around £4m.

The Airport has seen a significant transformation in recent years, with a number of important improvements to buildings and the facilities on offer. It presents a professional, modern and efficient image and is widely regarded within the industry as one of the UK's leading and busiest General Aviation airports.

The Airport is an important focus for aviation-related employment activity in Gloucestershire. Within the Airport, the existing built up area, known as South East Camp, currently contains around 40 firms. Almost all of these are aviation related businesses or provide support and ancillary services. These support over 550 jobs including a range of highly skilled professionals. A recent census



of the businesses on site showed asset holdings in excess of £1.5bn, annual turnover in excess of £150m and planned investment of £10m.

On the north side of the Airport is the Meteor Business Park industrial estate. This is fully occupied and contains a range of companies, employing some 2,500 people, including large aviation-related firms such as Messier-Dowty and GE. The latter no longer requires runway access but do make use of the Airport for business flights.

Around 160 aircraft are permanently based at the Airport, ranging from single-seat micro-lights to multi-million dollar executive jets. Approximately 40 Air Ambulance and Police helicopters, serving around 75% of the UK's forces, are operated by home-based companies and 'rotate' through the Airport on a regular basis for maintenance and pilot training.

It's not just all about business. In a region rich in aviation heritage and with strong aerospace industry connections, it is not surprising that recreational, private flying is a popular pastime. Aviation-related activities, such as pleasure flights, trial flying lessons, microlights and even hot air balloon rides are immensely popular and a strong revenue source for the resident operators. Ancillary services, such as the café and pilot shop are open to and well utilised by the public. Private recreational flying is, perhaps, more accessible than many people believe. A recreational Private Pilot's Licence can be obtained for between £3500 - £7000.

Passenger Flights

In September 2007, Manx2 began scheduled passenger services from the Airport to the Isle of Man, Belfast City and Jersey with a 19-seat turboprop aircraft. Free parking, rapid check-in and friendly, efficient service are making these services immensely popular with local people. Over 75 000 passengers have used the services since its launch.



Manx2 have demonstrated the clear demand for regional air travel for both business and leisure travellers and the service we can offer is a world away from the hassle and delays of using bigger Airports. Despite the global economic downturn, the passenger throughput has grown by over 10%, year on year, bucking the trend within the aviation industry.

Turboprops are far more environmentally friendly than larger jets operating from major airports. A Ryanair Boeing 737 will use around 1500ltrs of fuel to cover the taxiing phase of flight at a major Airport. Manx2's Dornier, pictured below, will use a similar amount during its entire return flight from Gloucester to the Isle of Man.

Charter Flights

Gloucestershire Airport can accept passenger charter flights for special events such as the Cheltenham Festival or Gloucester Rugby matches. 40-70 seat turboprops, such as the ATR 42, ATR 72 and Dash 8 have brought visitors from a number of European destinations.



The Airport's Economic Contribution

Gloucestershire Airport performs an important role in providing key air services to the sub-region and is therefore an important transportation and economic resource; this is recognised in various policy and economic strategies including the Government's 2003 Aviation White Paper. As a General Aviation airport with a strong business aviation role, Gloucestershire Airport also contributes to the wider economy.

Looking first at the national context, in 2006, the Civil Aviation Authority (CAA) carried out two reviews in the General Aviation sector and its value to the UK economy. The reviews demonstrated that General Aviation is an important and integral part of the UK aviation sector and that it makes a significant contribution to the UK economy, both in terms of direct economic value (approximately £1.4 billion per annum) and numbers employed (11 600). This is equivalent to 8% of the total contribution of the UK's commercial aviation sector as a whole.

The Airport also supports important services within the sub-region that are vital to the economy and to the operation of key public services. It provides facilities for emergency services such as police and air ambulance helicopters, and for medical flights supporting hospitals in the area. A wide variety of specialist tasks, including aerial survey, monitoring and photography routinely take place from the Airport.

The Airport's commercial pilot training facilities support aviation operations throughout the UK by helping to ensure a supply of pilots for the airline industry. The aircraft maintenance operations and Air Traffic Control training facilities based at Gloucestershire Airport also support subsidiary industry activities. Such facilities are valuable as they are increasingly unable to be accommodated at the larger commercial airports in the region, because of the growing pressure on runway slots and on operational airport land from commercial air operations.

In terms of serving the local business community, over 30 companies based in the area regularly use Gloucestershire Airport for corporate aircraft or air-taxi services. Everyday High Street names and Blue Chip companies frequently use corporate aircraft. Almost all of the 100 air taxi operators registered in the UK utilise this Airport to connect the Gloucestershire area to other parts of the UK and Europe not directly served by scheduled services.

This is an increasingly important resource at a time when business linkages with Europe are increasing and firms seek quick transport links to business destinations. Government studies on business aviation confirm that such linkages help attract inward investment, provide flexibility, time savings and security for firms and support the retention of established businesses.

As part of a recent scrutiny process by the shareholders, the University of Gloucestershire analysed the Airport's contribution to the local economy. It was found to contribute by direct and indirect means, some £212m to the region, equivalent to almost 2% of GVA.

Clearly, Gloucestershire Airport plays an important national role, contributing almost 11% of the general aviation industry's turnover and employing nearly 5% of its workforce.

The Runway Safety Project

For many years, the Airport faced a number of operational challenges. Buildings at Bank View Farm and Blenheim House, Bamfurlong Lane, Normans Brook and the Gloucestershire Way public footpath are all in close proximity to the ends of the main runway. Over the years, changes to CAA safety rules have seen the useable length of the Airport's runway reduced.

The Airport is required to have a Runway End Safety Area (RESA) to protect aircraft in the event of an accident. A recent example of this the British Airways Boeing 777 that crash landed at Heathrow in 2008. Of the 156 passengers and crew aboard, only one suffered serious injury during the subsequent evacuation because this safety critical area around the runway was free of hazards and obstructions when the aircraft's fuel systems were affected by ice and it lost power whilst landing. Whilst Gloucestershire Airport could never expect to accommodate any Boeing aircraft, the potential danger associated with the presence of safety hazards, such as buildings and Norman's Brook is clear.

In 2004, the Airport management team developed a 5-Year Plan and Runway Safety Project (RSP) to address these safety issues. The project included the removal and relocation of the buildings, repositioning of the Airport Entrance Road, the culverting of Normans Brook and the installation of Instrument Landing System (ILS) for runway 27.

Four Planning Applications, enabling the physical elements of the project to take place were lodged with Tewkesbury Borough Council in November 2006. These came under extensive scrutiny and much work was undertaken with Council officers over an extremely protracted period. The plans finally went before Committee in April and May 2009 and all were approved.

The project will cost around £3.8m, which will be funded from the Airport's revenue, financial reserves and by borrowing up to £2.4m. As the Airport is owned by two Local Authorities, the Shareholders have insisted that the borrowing element comes from the Public Works Loans Board (PWLB); which is Government money, available to Local Authorities for infrastructural projects. The borrowing will be paid back by the business over a ten year timescale. No public money is being invested into the project.

The complex political ownership of the airport, together with green belt planning and environmental issues led to substantial delays in gaining all the appropriate approvals for the project. Work finally commenced in May 2011 and is expected to be complete by mid-2012.

When the work is complete, the useable length of the runway will be greater because the buildings at both runway ends (obstacles) will have been removed.

This means that the business jets and corporate aircraft that currently use the airport will be able to do so with better payloads. We expect these types of flight to increase but only by a small amount. Our business forecasts in our business case are based on one additional business flight per day.

The work does not mean that large passenger jets such as Boeing and Airbus as operated by Ryanair and Easyjet will be able to use the Airport.

Project Progress

New Entrance Road



May 2011



October 2011

Blenheim House



May 2011



October 2011

Bank View Farm



June 2011



November 2011

Brook diversion, culvert and RESA



June 2011



November 2011

The Environmental Concerns

Gloucestershire Airport is committed to controlling the adverse effects of its operations and minimising its impact on the environment and the local community, whilst seeking to maximise the positive benefits from the airport.

The Company is fully committed to reducing its greenhouse gas emissions and understands the need to meet its environmental responsibilities. The Board of Directors have approved the development and implementation of a Green Policy to address all activities controlled by the Company. The policy is considered to be a working document that will change and evolve as best practice and methods of improving the sustainability of airports are developed.

It details specific aims and encompasses a wide ranging scope to ensure direct and indirect environmental impacts of Airport operations are considered and, where possible, reduced or mitigated. This includes commitments to: -

- Set targets for emission reduction;
- Development of a methodology to calculate emissions from aircraft;
- Identify mitigation measures already in place;
- Consider the environment in the future operation and development of the Airport;
- Develop a travel plan for Airport staff and users
- Work with stakeholders to promote green policies and initiatives;
- Set a ceiling on total numbers of flights;
- Report progress and results annually.

Both shareholding councils endorsed the Green Policy as part of the Runway Safety Project approvals and the Company fully expects to continue working with Shareholders and Local Planning Authorities in its ongoing development and implementation.

Specialists have been appointed in a variety of fields of expertise to assess report and establish baseline data. This facilitated the setting of future reduction targets, particularly for those ground-based operations over which the Airport has direct control, such as energy consumption.

In conjunction with the Shareholders, a methodology has been devised and independently verified to calculate current CO₂ emissions from aircraft operations. This has been factored to include the predicted traffic levels after the completion of the Runway Safety Project and to set a future ceiling on aircraft emissions at 4000 Tonnes per annum. This level of CO₂ emissions is equivalent to approximately 0.17% of the annual output of the three local authority regions.

Operational ceilings have been implemented to limit total numbers of flights, out-of-hours and night time activities. These are consistent with the Airport's current requirements but retain sufficient flexibility so as not to onerously restrict the legitimate operations of our customers now, and in the future. Emergency, Police and Air Ambulance-related operations are excluded from any limitation, reflecting the important role the Airport plays in support of these flights. The Policy commits the Company to openly and transparently report details of its operations.

The Company will continue to record and respond to noise complaints from the local community and work with all stakeholders to minimise noise nuisance. Existing Noise Abatement procedures will continue to be regularly reviewed to ensure their effectiveness. Professional noise contouring has been undertaken, in

accordance with Government requirements and noise monitoring will be undertaken in the communities surrounding the Airport. The Company wishes to reduce the percentage of noise complaints received year on year and will publish all relevant data.

The Company has introduced schemes to record the amount of waste produced at the site and will set targets to reduce these levels in future. Existing recycling schemes will be expanded, where possible to minimise the environmental impact of our operations. A 'Green Champion' has been appointed to promote waste management issues. The Company is committed to ensuring that all disposal methods will meet or exceed national permitted limits and levels.

Water usage and quality within the Airport site will be monitored to ensure maximum efficiency and minimal pollution. The annual water quality report shall ensure that average pollutant levels do not exceed the discharge consent levels, as agreed by the Environment Agency.

The ecology of the 400-acre Airport site will be sensitively managed, within the Civil Aviation Authority's Safety Requirements to ensure minimal disruption to habitats during the course of normal airport operations and when considering future development. Grasses will be organically managed to preserve the natural environment and maintain the Green Belt buffer between the urban conurbations.

The policy culminates in a series of targets, timeframes and ceilings. These are defined within the document to ensure its effectiveness now and in the future. Some targets will require development in the future but will only be amended in consultation with the shareholders. All targets will be regularly reviewed to ensure they remain specific, measurable, achievable, relevant and time based.

Noise Pollution

Noise complaints received by Gloucestershire Airport almost entirely result from light aircraft and helicopter circuit traffic. We recognise that these cause great concern to our neighbours and have introduced Noise Abatement procedures to minimise the impact. We continuously monitor complaints to ensure pilot compliance and frequently remind our schools and operators of the problems. Annually, the Airport normally receives around 75-100 noise complaints.

Popular light piston aircraft such as the Piper PA-28 and Cirrus SR22 can be up to twice as noisy as business jets such as the Cessna Citation Encore. Helicopters are even noisier. Light aircraft also frequently fly circuits, which can mean over-flying the same places up to ten times in one hour, at relatively low height. Business jets or turboprops simply arrive and depart quickly using noise abatement routes and procedures.

In the UK, the fitting of silencers to light aircraft is not mandatory, despite this being a requirement of some EU member states. The CAA considers the fitting of silencers as a 'major modification', requiring certification and approval. The costs associated with this paperwork, often exceed the cost of the equipment itself, giving light aircraft operators little incentive to retrofit their aircraft.

However, noise and pollution is likely to decrease as a result of installing an ILS. Our current procedures have aircraft approaching the Airport in a 'stepped approach' method. With the introduction of an ILS a much quieter and more fuel efficient continuous descent approach technique can be adopted, which will enable aircraft to 'glide' safely, on low power, to a specific point on the airfield.

Opening hours

The normal operating hours at Gloucestershire Airport are as follows:

Summer: Monday to Friday 0830 - 1930; Sat & Sun 0900 - 1930

Winter: Monday to Friday 0830 - 1930; Sat & Sun 0900 - 1800

Flights can sometimes be accepted outside these hours, subject to the availability of Air Traffic Control (ATC) and Airport Fire Service staff, and subject to a surcharge. The majority of these flights take place within 2 hours of normal opening or closing time.

Some private flights are also permitted to operate on an indemnity scheme when the airport is closed. Private operators must complete the necessary paperwork and provide details of their Public Liability Insurance. These flights are only permitted between sunrise and sunset, and are subject to specified weather conditions, all such must be notified in advance to ATC. Repeat circuit flying, commercial and training flights are not permitted to operate when the airport is closed. Certain helicopter operators, normally connected with Police and Air Ambulance services are permitted to operate at any time, without prior notification.

There are no plans to extend the airport operating hours as part of the Runway Safety Project. Analysis of 'out-of-hours' operations between January and December 2010 was undertaken. During this period, there were a total of 537 out-of-hour flights, although this includes some 49 flights related to Air Ambulance and Police helicopter operations. The total figure equates to 0.8% of our operations. Further analysis indicates that the bulk of these movements (92%) occur within one hour of our published opening hours.

The Airport in the community

We're proud to be part of the Gloucestershire community. Over 400 local school children visit the airport each year, covering various curriculum activities. We offer work experience placements for 15 to 19-year olds and have employed 4 apprentices in the last 2 years. Each year, we choose one or more charities to support. Since 2009, we have raised over £20 000 through events and donations for Help for Heroes, Air Ambulance charities, Cancer Research and the Jet Age Museum.

Additional information

More information about Gloucestershire Airport, its services and development plans can be found at the following websites:

www.gloucestershireairport.co.uk www.manx2.com www.flygloster.co.uk

www.osetholidays.co.uk www.jetagemuseum.org

You can also follow us on Facebook and Twitter (@GlosAirport) for the most up-to-date information.



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