

**MINUTES OF THE MEETING OF THE BRISTOL AIRPORT CONSULTATIVE  
COMMITTEE  
HELD USING MICROSOFT TEAMS ON 20<sup>th</sup> April 202**

Meeting commenced: 2.30pm

Meeting concluded: 3.45pm

**Present:**

Barry Hamblin	Chairman
Ian Porter	Vice Chairman
Dave Lees	Chief Executive of Bristol Airport
Neil Bromwich	CBI
Robert Durie	GWE Business West
Councillor Steve Hogg	North Somerset Council
Councillor Hilary Burn	Cleeve Parish Council
Councillor Gill Patch	Winford Parish Council
Councillor Joachim Steinbach	Wrington Parish Council
Councillor John Sleigh	Backwell Parish Council
Councillor Roy Hill	Chew Valley Cluster of Parishes
John Savage	Visit West
Richard Capps	TUC, Bristol and South West Region
Councillor Paul Goggin	Bristol City Council

Also in attendance:-

Jacqui Mills	Public Relations Manager, Bristol Airport
Harry Ellis	Corporate Affairs Executive
James Shearman	Head of Sustainability, Bristol Airport
James Cox	Public Affairs Manager, Bristol Airport
Alicia Fox	Secretary

2 members of the public.

**3048. Public Participation**

**Barbara Hartland**

Three Questions reference agenda item 6, CEO's report. Would the airport management please provide the information to answer the following questions:-

1. It is encouraging to hear about plans to recruit thousands of new jobs. I would appreciate a **fuller picture of the employment pattern**. I note that this process started in March 2022 with an open day targeting 400 posts.
  - a. How many of these are new jobs or the **re-employment** following the redundancies made in 2020? During covid 19 David Lees explained that Bristol Airport hoped to re-offer the BA family their jobs back, has this happened and how many have been re-employed?
  - b. **Employment source and location**. Of these 400 jobs advertised in March 2020, how many of these are employed direct by BA? How many are employed by on site airport related businesses? How many offsite?
  - c. Are all these 400 posts **full time permanent posts? How many are zero hours contracts?**

*Q1. DL- 95% of jobs were not for Bristol Airport roles but for its partners such as security, retail, airlines etc. There are still vacancies at the airport, and it is an ongoing changing situation. Happy to provide more information but it will only be at a snap shot in time.*

*DL- some of these roles are new jobs due to there being new operators due to some not surviving COVID. BA have rehired a number of positions but also a lot of roles are new.*

*DL advised there will be a more thorough response drafted.*

## 2. **Airspace Modernisation CAP1616 phase 2 plan and recommendations**

At the January meeting I asked for a date when this was going to be published for consultation to the public and local community. I was told that a submission was available as there had been a presentation to some stakeholders in November 2021. The response included that I raised a good point, the community would be informed, and the relevant document would be made available on BA's portal on 28<sup>th</sup> January 2022. **To date this has not been available.**

**Given that BA flight patterns have recently changed with turning at lower heights creating additional noise and fumes when is the community going to be informed and engaged with this process?**

*Q2. We have not finished stage 2 which is why there is nothing on the website. I would not like to give a date at the moment as it is ongoing. There has been no change of route.*

*BH- BH will write to you with evidence as she and her husband have studied the flight paths.*

*JS- Asked BH to share the information with him so he can look into the information. The Parish pack will also advise and give more information.*

### **Jackie Head:**

1. Can the airport explain why the following complaints, acknowledged by Customer Relations, do not appear on the list on complaints in the Climate Change section on the Environmental report :

CAS-16114-L9X5C3

CAS-16113-D9W4RT

CAS-12477-W3D3Q3

And can the Panel assure me that these will be acknowledged in the reporting of complaints at the next ACC?

*JS- complaints logged there is a delay and they will feed through to the next pack.*

2. As a member of the public I have to lodge a question several weeks ahead of the next ACC meeting but the pack which had this Environmental report was only distributed to me 6 days ago and just before a bank holiday period. Can packs be sent out earlier or questions from the public to be answered by the airport in the meeting be accepted later? Without this the public are not truly able to get their voices heard and their questions answered in an inclusive way.

*Secretary advised the pack is distributed to the members of public at the same time as members and it is not possible for it to be distributed any earlier. Any questions JH wishes to be answered can be submitted through her parish council representative.*

### **3049. Apologies for Absence**

Wendy Walker                                      Passenger interests /ABTA/ATOL

Councillor Karen Warrington      Bath and North East Somerset Council

Simon Earles,                                      Planning and Sustainability Director, Bristol Airport

### **3050. Declarations of Interest for Local Authority Elected Members - none**

### **3051. Presentation from Carl Symonds**

Carl introduced himself to the committee and told us he was voted Chair of the AOC last year. The AOC meet monthly and regular attendees include TUI, Easyjet, Jet2 and others, they also invite airline handlers such as Swissport.

The meetings discuss changes, for example the switch to white diesel and the lifting of Covid restriction so it was all the same for all airlines operating from Bristol.

Bristol Airport have a continuous improvement strategy plan for the airport which we work to help on. One example included getting strip lighting to help passengers on and off aircraft in the dark. More recent issues involved recruitment for positions, the AOC now have good relationships with local colleges and recruitment drives.

BH- How is going getting potential recruits through security checks?

CS- recruitment and security checks are personal to each airline so it is hard to comment.

### **3055. Minutes from 19<sup>th</sup> January 2022 (previously circulated)**

- a) **Confirmation of Accuracy Resolved: that the minutes of the meeting held on 19<sup>th</sup> January 2022 be confirmed as a correct record and be signed by the Chairman.**
- b) **Matters Arising**

HB- The airtag that fell on the Cleeve resident's land. The CAA have advised the member of the public they are not taking any further action, the member of the public is not happy and has asked the Airport to investigate.

JM- BA have spoken to airside operations and airside officer have investigated and received the CAA report, both are in agreement the matter will not be taken further. The tag was a light metal tag and posed no health and safety risk.

HB- The member of public has written to his MP as he has not had a satisfactory response. Has the airport written to Airbus?

JM- Cannot confirm if Airbus has been written to, however there was no date on the tag so there was no proof when it landed on the land or if it was even just blown onto the land.

HB- Can you write to Airbus and ask where the aeroplane was operating from?

DL- BA do not feel the need to investigate any further as the airlines and the CAA feel no need for any more action.

### **3051. Chief Executive Officer Report**

The report is attached to the minutes as appendix A

When will work start on the airport?

Outcome from planning committee, there has been a judicial review has been launched and we do not know when that will be worked through the system. There will be strong interest as to when works will take place regarding the planning application. At the moment international travel restrictions have only been relinquished in the last 2 months, plus the ongoing judicial review both impact progress of airport expansion.

### **3052. Update from Chairman Barry Hamblin**

At the last meeting Cllr Burn was asked to do a presentation to the ACC about her role on the committee. During the presentation Cllr Burn brought up the Parish Council Airport Association (PCAA) at which point Chairman interrupted and asked Cllr Burn to not talk about the PCAA as it was not relevant to her role on the ACC.

Following the meeting Cllr Burn provided the Chairman with the paperwork and membership list showing the PCAA is properly constituted. The Chairman therefore took this opportunity to thank Cllr Burn for providing the information and apologised for his interruption at the January meeting.

### **3053. Questions to Airport Management**

Questions from Cllr Hilary Burn, Cleeve Parish Council

Q1. Can the Management Team, please provide the following information?

- Do airlines from Bristol Airport operate either empty or very low occupancy flights?

- If so, which airlines operate empty or low occupancy flights and how many occurred in 2019, 2020 and 2021?
- What action is Bristol Airport taking to reduce these flights and to encourage full planes? What targets do you have, if any, to bring this environmentally-damaging practice to a close

**Answer:**

Bristol Airport does not use term 'ghost flights' as it is inaccurate. Below is information regarding aircraft being flown without passengers – which includes maintaining slots (for example, at fully coordinated airports such as Heathrow) or for repositioning.

Bristol Airport is only fully coordinated during the summer season between 2300-0700. During summer 2020 and 2021, the UK Government provided all airlines with alleviation to retain their historic slots at UK airports. As a result, airlines could retain their slots without the need to operate. There were therefore no airlines operating a flight to Bristol Airport in order to retain their slot.

During the period March 2020 to September 2021, the CAA has classified 628 positioning movements (e.g. positioning flights may need to be flown into an airport at the beginning of a season or to operate a particular flight or to return from a regular maintenance check). Traditionally, Bristol Airport has a relatively low number of positioning flights compared to other UK airports. The most effective measurement of operational efficiency is to compare total annual movements by the number of passengers per year. The pandemic has disrupted this measurement for 2020 and 2021, but the data recorded by the CAA in 2019 is as follows:

Terminal Pax and transit pax per Aircraft Movement.	Total Aircraft Movements	Average Passengers
BRS 8,964,242	69,434	129
BHX 12,650,607	109,357	115
EDI 14,737,497	131,617	111
GLA 8,847,100	91,812	96
LTN 18,216,207	141,858	128
EMA 4,675,411	74,566	62
CWL 1,656,085	31,881	51

These figures show that Bristol Airport has the best average passenger to aircraft movement ratio of like-size UK airports, pre-pandemic. Bristol Airport’s strategy is to further improve this ration with fewer aircraft movements on a per passenger basis, to be achieved though commercial agreements.

**Q2.**

"The topic of ‘climate’ within the Bristol Airport Operations Monitoring Report was an agenda item at the PCAA meeting on Thursday, 27 January 2022. I am submitting this question to the Committee as Chair of the PCAA and member of Clevee Parish Council.

There is now a new item within the noise complaint section of the Bristol Airport Operations Monitoring Report that concerns ‘climate’. In the Bristol Airport Public Inquiry under the issue of Forecasting, updated data was given by BAL on the fleet mix. (Ref INQ/018, Table 3). BAL’s fleet mix at 2030 is to be

55,080 new generation movements and 20,270 current generation movements. These are just commercial movements. This works out at 56 current generation movements per day representing over 25% of all air movements.

The fleet mix has an impact on noise, air quality and aviation emissions data. In order to monitor these issues, the committee needs additional information in the BA Operations Monitoring Report and we would like to see the following information made available from 2022.

- The fleet mix of older generation movements and new generation movements
- Scope 3 aviation emissions
- Emissions from car travel to and from the airport including private taxis

We fully understand that Bristol Airport can only seek to influence the delivery of an airline's fleet but it is necessary to see the data to understand whether progress is being made. Likewise, we understand that Scope 3 emissions are not the sole responsibility of the airport and that aviation emissions are going to increase until at least 2040. However, for monitoring purposes (a central role of the ACC) we will need a record of yearly emissions.

Again we understand that emissions from car travel to and from the airport are not under the direct control of the airport. But, by tracking the total CO2 emissions associated with activity at the airport the ACC will be able to inform the public of progress made on these issues and to judge whether emissions are rising or falling against BAL's targets and the UK's Net Zero target."

Answer:

JS advised this information will be available in the BA annual Operations Monitoring Report.

#### **3054. Planning Update**

There is a new planning manager role which has been filled and that person will be joining the meetings going forward.

There are no planning applications expected to be submitted for the next quarter

#### **3055. Proposed amendments to the constitution report by Neil Bromwich**

- a) A formal subcommittee is formed to help with the recruitment of the Chairman**  
*This was agreed by the members*
- b) The appointed Chairperson will be appointed for 3 years for a maximum of 2 terms**  
*This was agreed by the members*
- c) The members will be categorised using the 3 options given by the DfT**  
*This was agreed by the members*
- d) A working party can be formed as and when to discuss any key issues and report back to the ACC**  
*This was agreed by the members*
- e) PCAA to be made a member of the ACC**  
*DL has requested that HB writes to all PCAA members and advise them they will be represented on the ACC under the PCAA.*  
*PCAA was unanimously voted to become a member of the ACC at the July AGM.*
- f) Secretary to write to existing members and ask if their Parish/Town/City Council still wish to be a member of the ACC**

*This was agreed by the members*

**3056. Annual Monitoring report 2021 (draft attached)- BACC feedback**

This will be circulated in due course.

**REPORTS FOR INFORMATION AND QUESTIONS**

**3057. Statistics (report attached)**

- (a) Passenger
- (b) Aircraft movements
- (c) Flyer volumes

These were noted by the committee.

**3058. Reports:**

- Draft Minutes – Environmental Effects Working Party and Environmental Monitoring Report (on website)
- Bristol Airport Local Community Fund (on website)
- Press releases link was attached to the agenda.

These were noted by the committee.

**3059. Items of General Interest**

**None**

**3060. Notification of Items of Business for the Next Agenda**

**None**

**3061. Any other business which the Chairman deems to be urgent**

Chairman advised that he will be leaving the committee after the July AGM.

DRAFT