

Airport Consultative Committee

ENVIRONMENTAL EFFECTS WORKING PARTY

13th December 2023 @ 09.30 hours,

Meeting held at Lulsgate House and virtually using Microsoft Teams

AGREED Minutes of the Meeting

Present:

David Hall, Chairman

Hannah Pollard, Head of Sustainability, Bristol Airport (HP)

Whitney Love, Sustainability Officer

Daniel Samson, Sustainability and Social Value, Bristol Airport

Laurie Vaughn - Wrington Parish Council (LV)

Hilary Burn, Cleeve Parish Council (HB)

Gill Patch, Winford Parish Council (GP)

Dee Mawn, North Somerset Council (RA)

Lindsay Howe North Somerset Council (RA)

Alicia Fox- secretary

Apologies for absence

Jacqui Mills, Public Relations and Community Manager, Bristol Airport

Matthew Sharp, Planning Manager

- **Minutes of the previous meeting held on 5th July 2023**

The minutes were agreed as a true record of the meeting.

- **Matters arising from previous meetings**

None raised.

- **Structure of future meetings**

The document had been reviewed by members prior to the meeting members were in agreement with the proposal.

HB requested the order of topics to be changed as “noise” is not needed for the next meeting.

- **Sustainability Strategy update from Hannah Pollard**

HP had circulated the sustainability strategy ahead of the meeting and asked members if they had any questions.

HB- Under the Transformation you use 2022 and 2019, why did you also include 2016?

HP- 2019 is the new baseline and going forward that is the year that will be used.

HB- In Scope 3 2022 is referred to but this year is still recovering from but there is no mention of this in the report.

HB also highlighted that the Goal 1 was for 65% of buses to be electric but doesn't show how many buses will run. She requested the actual numbers are used not just the percentages.

HP- Confirmed there will be a total of 14 buses for airside and will confirm for landside too. The airport are happy to bring the actual total numbers to the meeting not just the percentages.

HB raised concerns over the runway lighting being changed to LED bulbs, and asked if it impacts the overall light glow over night? LED lights seem to be brighter than other lights. The glow from the airport is the equivalent to a city as show by CPRE.

HP- confirmed the lighting will have been tested and should not have a negative impact but will check this and confirm.

HB- Asked why the cost of the Bristol Flyer is not £2 like WECA and highlighted if the airport wish to reduce number of cars coming to the airport then the bus fares need to be more reasonable.

HP- We will check on that.

JST would be interested to see the percentage of the profits made by the airport for the receipts of the carparks owned and managed by the airport. A question will be submitted for the ACC meeting.

- **Environmental Update- Qtr 4**

Slides are attached as appendix A

HB asked if the electric/ hydrogen aircraft noise be louder than the current aircrafts?

WL advised that EV aircraft will come before Hydrogen, there are reports being carried out on the noise levels and it is in very early stages.

HB asked if updates or information on the noise aspect of the EV or Hydrogen aircraft can be explained once they are known.

JST Hydrogen is very flammable what is being done to look at mitigation of any disasters happening.

HB mentioned that in the Carbon Accredited Scheme, COP 28 conference it stated that offsets are not being recognized, how can you be sure you are really ensuring that you are offsetting.
HP Bristol Airport work with a broker to ensure the airport reaches the gold standard. Can look to see if the broker can attend a future meeting.

DS confirmed that by going through the gold approach it ensures you use schemes where the whole life cycle is assured.

JSt requested that the working party need know precisely what is being done in terms of number of trees being planted and detailed evidence of the Carbon offsetting. Need to see factual reports that are up to date with the evidence backing it.

HB- Would be beneficial for inclusion within the Operations Monitoring report showing the additionality of Carbon.

WL- Track keeping is now included within the Environmental Update and will continue to be included. She also confirmed another report will be sent out to include the full year's data.

CDA was turned off for 1.5 months which is why you can see the impact in the reports.

Easyjet have 18 aircraft based at Bristol and have had 5 new pilots which is why the CDA fell but more training has now taken place to get the pilots to understand the CDA's.

HB- Were there any financial penalties?

WL- there were no penalties as there were safety reasons for the fall and then they were very proactive with pulling the CDA percentage back up.

Members asked if military aircraft included in the report and what percentage were they?

WL advised they are detailed under all airlines we will need to come back to confirm the percentage.

JSt stated that he supports the military flights as they are carried out for a vital reason.

HB highlighted that it was unsociable hours for the military flights, had lots of complaints of concerned residents.

Additional £5000 spent on noise insulation in addition to the report.

GP now you have the 12mppa will the boundary for the noise insulation scheme be expanded?

WL- Bristol airport have drafted a proposal for NSC with the contours, but we will wait to hear back in January, we will be sticking with the current 57 noise contour.

HB would be good for level 3 acoustic glass to be recommended to those entitled to the scheme.

WL advised they are looking at better ways to include all complaints from groups. Need to be able to include complaints from other groups not just those from the website.

DM- advised the working party that NSC had received odor complaints, the most recent one was 9th October, these are now being mapped to see where complaints are coming from. The report is Kerosene, assumption is that the airport are the source but they are looking at all possible locations. Noise complaints are also recorded and then fed back to the airport but odor is captured under the Environmental Protection Act.

HB Can the aviation noise levels be looked at? The figures are not realistic and need to be reviewed.
WL it is a national matter and are set at a national level but something that could be looked into.

It was requested that the tracking of military aircraft could be collated for the next meeting, this was agreed.

GP- An aircraft “dumped” thousands of tonnes of fuel before they were allowed to land at Heathrow on 9th December around 11.00, requested this is followed up.

DM- Do NATs keep a record?

WL- they would have a record of anything from Bristol aircraft but can reach out to NATS at Heathrow. We will follow this up.

Planning update

The planning application for Cogloop2 is underdetermined, but progress is being made. Similarly, the 12mppa discharge of conditions applications remain undetermined. There are a number of permitted development schemes which will be reported at next month’s ACC. Moving forward, we intend to have the detailed Planning Update at the ACC and it’ll no longer be reported at the EEWP as the EEWP will focus on environmental and sustainability matters.

HB- Please can you confirm if the green belt is being removed from the Southside at the pre-submission stage as per the document from NSC?

HP- this will be taken away and a response will be given at the January ACC meeting.

- **Future topics**

Carbon Offsetting

Biodiversity-March meeting

- **Any other business (AOB)**

None

- **Dates for future Meetings 2023**

27th March 2024 10:00

26th June 2024 10:00

Distribution:

Members of the Environmental Effect Working Party, plus the Airport Consultative Committee.