

22nd January 2025 @ 14:30 hours

Meeting held at Lulsgate House and virtually using Microsoft Teams

DRAFT Minutes of the Meeting

Present:

David Hall, Chairman (DH)

District Councilor Thomas Daw, North Somerset Council (TD)

Councillor Hilary Burn, Cleeve Parish Council (HB)

Councillor Jill Patch, Winford Parish Council (JP)

Councillor Roger Wood, Yatton Parish Council (RW)

Councillor Barbara Harland, Backwell Parish Council (BH)

Tony Welch, Business West and Bristol Chamber and Initiative (TW)

Neil Bromwich CBI (NB)

Wendy Walker, ABTA/GTMC (WW)

Joachim Steinbach, Parish Council's Airport Association (JSt)

Also in attendance:

Graeme Gamble, Chief Operations Officer (GG), Bristol Airport

Claire Hennessey, Planning and Sustainability Director (CH), Bristol Airport

Ian Drury, Head of Corporate Affairs (ID), Bristol Airport

Matthew Sharp, Planning Manager (MS), Bristol Airport

Harry Ellis Corporate Affairs Executive (HE), Bristol Airport

Andrew Goodchild, Head of Planning and Growth, (AG) Bristol Airport

Sam Goldsworthy, Operational Planning Manager (SG), Bristol Airport

Steve Odonoghue, NATS

Ed Condon, Transport Development Manager (EC), Bristol Airport

Rob Sanderson, Commercial Development Manager, First Bus

Alicia Fox- secretary

1 member of public (in person)

Chairman opened the meeting at 2.40pm due to technical issues. He welcomed members to the meeting and reminded them to respond to the meeting invitations. It is important that members advise in advance if they are attending in person so appropriate security measures can be taken.

The Chairman advised the committee that John Savage from Visit West has had to step down from his role due to ill health. A replacement has been appointed and will be Kathryn Davies although she was unable to attend this meeting.

3238. Public Participation

Questions were submitted in advance by Richard Baxter (RB) ahead of the meeting in accordance with the constitution. There was also a question raised at the last ACC meeting which was responded to.

The questions and answers were circulated prior to the meeting.

QUESTION from Oct ACC:

JH said that from the passenger surveys in 2023/24 which showed 75% of passengers flying 3 times per year or less. She asked what number of passengers participated in the survey and what percentage do these make up of total passengers?

What is the airport doing to address frequent flyers about their carbon footprint?

CH advised that the Airport will look at the response rates and come back with a written response.

ANSWER:

The figures provided to the ACC are based on two surveys, undertaken by a specialist market research company, which took place at different times of the year with each survey interviewing more than 1,000 passengers in order to be statistically meaningful.

QUESTION: *Richard Baxter (BAAN) emailed on Wed 8 Jan*

How many members of the public attended the three in-person 'village hall' consultation events held at Wrington, Cleeve and Felton?

ANSWER:

We held community drop-in events at Wrington, Cleeve and Felton, and additional sessions for residents, businesses and parish councils. More than 200 individuals attended these events.

QUESTION: *Richard Baxter emailed on Wed 8 Jan*

I'm aware that the consultation period ends on 31st January but would also be interested to know how many people have submitted written or online forms for the consultation so far?

ANSWER:

A good number of people have provided feedback to help shape our proposals using the online feedback form. There is still time to respond before the deadline closes on 31 January. We will then be able to finalise numbers for the total number of responses received.

RB advised the committee that he attended all 3 presentations where he spoke with attendees outside of the venues, most people had concerns about the expansion particularly around the illegal parking,

He asked why the attendees were asked to submit their concerns on the online consultation forms?

AG- Confirmed that the Airport did request the comments were submitted in writing using the feedback form/email or by post.

RB- Said people were concerned that they had spent time/travelled in to discuss their concerns and were dissatisfied they were then requested to submit views in writing.

AG- Advised the presence of the Airport staff was provide an opportunity at which members of the public could attend and view the consultation material in person. It enabled the Airport team to provide clarity/give information and aid people's responses with the knowledge they learnt.

JP- Said she felt the consultation letter should have been addressed to "The Houseowner" not "resident". She feels the views of a houseowner would be different to those of someone renting. She asked why the leaflets were not sent to all the Winford Parish?

CH- Advised she will check this as whole Parish should have been covered.

AG- Confirmed the Consultation is still open for further comments from anyone.

3239. Presentations:

Ed Condon- Surface access

Slides attached as appendix A

Ed said he was really pleased to announce that for the first time passengers using the A1 in 2024 exceeded 1million. Numbers using the A3 have grown but there is still further work to be done to keep the figures increasing.

Since August 2022 the Airport offered free staff journeys when using the A1 and A3. In 2024, there were 222,820 staff journeys made. The Airport will continue to keep trying to improve the figures.

EC has been working on a diagrammatic transport map which they hope to launch soon. It will be on the website, and they hope the map will engage more passengers to allow them to see what transport options are available.

EC told the committee some of the work the Airport has achieved in 2024, this included:

- Press releases to promote public transport
- 50% off on the Flyer advertisement. They hope it will encourage people to reuse the Flyer once using it successfully.
- Looking into improving the integration app for the interchange at Templemead's from the trains to bus routes.
- A full page advert in the Metro

- Digital collaborations with GWR and one with First Bus.

Rob Sanderson- First Bus

RS advised the committee that First Bus have invested £59million in the area to roll out an electric bus fleet. In March the first electric buses will start operating from Weston travelling into Bristol. The electric buses are very quiet, fully airconditioned and do not produce curbside emissions,. Work has already begun at the depot in Weston.

There will be 24 electric buses based in Weston and 74 based around Bristol.

First bus hope to be fully zero emissions by 2035.

They received some government funding but only up to 75% of the full price of a Diesel bus. The cost to get the power supply into depots is around £2 million.

The electric buses are very efficient when charged at night with a cost of about £40 each.

Long serving engineers have now been upskilled to maintain the electric buses, they have also taken on apprentices who will be specifically trained in electric buses.

Once the electric buses have been rolled out, they will make up one third of the fleet-Weston and two thirds of the fleet- Hengrove. By replacing the 98 diesel buses with electric ones it will save the equivalent of 5250 cars worth of CO2.

In the next phase there will be an additional 900 electric buses spread over 14 locations.

Each bus costs £0.5million, however once the power supply is in place prices become more palatable.

DH-Asked what the range is on the electric buses?

RS- Advised that the range varies with the weather, a worst-case scenario is- 180-200miles, however, in the depots they have very high kilowatt chargers which can fully charge a bus in an hour if needed. First Bus are not concerned by the range of the new electric buses.

JP- Asked what the lifespan of the batteries were?

RS- 2016/17 welcomed the first generation of electric buses and they still have not had to replace the batteries yet. First Bus are operating on the expectation that the batteries would need to be replaced around 8-9 years, however there is evidence to suggest they may last significantly longer.

BH- Asked AC if he has had an opportunity linking both booking a flight and a bus seat at the same time?

EC- Advised he is trying to ensure bus tickets are spread out to third party providers. He has spoken to airlines but currently does not have an update.

BH-Said she feels it is a good opportunity for the condition to be put into new or renewal contracts with airlines.

BH- Asked RS if First Bus carried out due diligence to ensure places like hospitals would not be depleted of power at night when the buses all charge?

RS- He confirmed that there has been very thorough research and evidence carried out with National Grid to ensure there will be no negative impacts on the area. They will be using clever grid balancing technology.

TD- Asked if the electric buses weigh any more than the diesel ones?

RS- Confirmed the weight of electric double decker buses which can carry 86-87 people is within the same axle limit as current diesel buses.

3240. Sgt. Rachel Hodges- Police update

RH advised members that over the last 12 months crime figures for airport footprint have decreased from 240 crimes to 196.

The patterns of crime have all come down apart from violence and drugs which has increased from 17 to 37 crimes in 2024. RH advised that this increase is not airport specific but has been noted in all areas.

Violence offences have seen an increase in violence towards officers upon arrest.

RH said they are hoping that police numbers will increase alongside the airports proposed expansion.

The police are aware of the issues faced with parking around the airport. She said the Airport police team is predominantly there to look after the safety of the Airport and airport users. That said they do man the red lines and have been issuing 100 fines per month. She advised it is very difficult to educate the road users parking around Airport because the customers are constantly changing. The red lines are currently unpoliceable with current staffing.

RH said they receive a lot of calls regarding offsite parking companies which are not affiliated with Bristol Airport. She advised when you examine the contracts with those companies, they often say that the car can be used whilst in their care. Unfortunately, these cases fall under civil law which is not covered by the police.

Another issue the police are contacted about is the parking in local villages. RH said this is a known issue and if a vehicle is in a dangerous position then call the police, otherwise report it to your local neighbouring police team and they should have the ability to help. However, if a car is taxed and insured and parked legally there is little that can be done.

JSt- Requested RH to encourage more community policing around parking in the villages by being more present and driving through in a marked police car.

RH- Advised that would come down to the local beat officers, not covered by the airport police.

BH- Asked if the CCTV was going up overlooking red lines?

RH- Confirmed they have looked at various options. CCTV is an option and is being looked into, but the police would not be able to facilitate this.

3241. Apologies for Absence

Dave Lees, Chief Executive officer, Bristol Airport (DL)

Insp. Christian Gresswell. Bristol Airport

Tracy Comer, Media and Community Relations Manager, Bristol Airport

3242. Declarations of Interest for Local Authority Elected Members

None

3243. Minutes from 22nd October 2025 (previously circulated)

-Dispensations minutes 24th September 2024 (previously circulated)

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

- Matters arising from previous meetings

None

-Minutes of the Meeting –23rd October 2024 (previously circulated)

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

- Matters arising from previous meetings

None

-Masterplan minutes 4th December 2024 (previously circulated)

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

- Matters arising from previous meetings

None

3244. Chief Executive Officer Report

Attached as Appendix B

The report was circulated in advance of the meeting.

No questions were asked.

3245. Questions from members

Attached as Appendix C

HB- Asked what are the performance targets that have been set for 2025 to reduce dispensations?

SG- The target was to have an improvement in daytime on-time performances. This has been achieved with 65% of summer flights departing on time compared to 60% in 2023. The overall target the Airport are aiming for is that there is 80% of on-time performances for departures throughout the day.

HB- What about night flight targets?

SG- Confirmed the target only covers the daytime as the vast majority of flights leave BRS in the daytime.

HB- Asked, does this mean 20% of all transport movements will arrive late?

SG- Advised they are aiming for 80% on time performance which could mean 20% may not depart on time. The 20% that would not leave on time could be down to many factors including late arrivals, weather, staffing etc.

HB- Asked why the facts and figures for quarter four are not yet published on the website?

SG- Confirmed the figures are being finalized. They will be on the website by the end of the month in line with the planning condition which says the report needs to be published by the end of the following month for the previous quarter.

The Airport had met with NSC and discussed dispensations up to 29th December.

TD- Asked why the A3 will pick people up at stops but will not let anyone exit until the airport?

AG- Advised he believes the A3 behaves in this way where it is cheaper for passengers to use an alternative service rather than one dedicated to transporting passengers to the Airport.

CH- asked TD to provide more details and this will then be shared with EC for a response.

3246. Planning update

12mppa Planning Permission

- Request to discharge condition 32 of the 12mppa permission – Surface Water Drainage Operations and Maintenance Manual (24/P/2517/AOC – validated 28th November).

Approved by NSC on 20th January 2025.

- Request to discharge conditions 27 (Contamination) and 28 (Remediation Strategy) related to the pending construction of the South and West Terminal Extensions.

(24/P/2653/AOC – validated 17th December)

- Request to discharge condition 6 – Parking Demand and Capacity Report. (24/P/2680/AOC –validated 20th December)

- Request to discharge condition 7 – Construction Environment Mitigation Plan for the South and West Terminal Extensions (24/P/2705/AOC – validated 23rd December).
- Request to discharge condition 31 – Infiltration Testing to demonstrate no increased flood risk relating to the South and West Terminal Extensions (25/P/0073/AOC – validated 14th January)

Update on Other applications submitted to North Somerset Council

- (Ref 23/P/1884/AOC) – Landscaping scheme for MSCP2 is the only outstanding condition which we are trying to resolve.

Permitted Development Consultations

No new PD approvals since the last ACC. There are currently no live PD consultations with NSC.

Consultations and Applications to be Submitted in the Next Quarter

- Further proposed non-material amendment on the MSCP2 project to address some proposed design changes to the structure.

(Due to the nature of operational development, there is the possibility of additional GPDO requests /planning applications in the next quarter.)

HB- Said she was concerned that Multistory 3 is not being built, and assumes this means the Airport will be requesting CogLoop2 is made permanent? She then asked why are the reserved matters not being dealt with and why are the designs for the car park not already being submitted?

MS- Confirmed once Multistory 2 is complete they will focus on drawing up and submitting plans for Multistory 3.

HB- Why is this not being done?

MS- Advised it is an Airport business decision as to when money will be dedicated and released for the Multistory 3 project. They acknowledge the concerns raised that no detailed plans have been drawn up.

BH- Said that Backwell Parish Council and residents are very disappointed that Multistory 3 is not being built as part of the Master Plan. This last year has been very challenging for the village, involving frequent police visits for issues caused by parking of Airport users.

GG- Advised he will take the feedback and discuss further with DL.

BH- Asked when can we expect the 15mmpa application?

MS- Confirmed the MP consultation concludes at the end of January, and they are working towards a target to submit the planning application towards the summer.

BH- Asked if the planning application be timed around an ACC meeting so that there is time for the ACC members to review and influence the detail.

TD-Asked what effect the refusal of CogLoop 2 to permanent would have on the capacity of parking at the airport? He also asked for clarity around the planning application as a conversation between Wera Hobhouse MP and Dave Lees, as reported by Steve Clark had led to some ambiguity?

DH- Reminded members the opportunity for questions at this point were to be specifically around planning issues.

CH- Confirmed the plan is to put forward an application this summer.

AG- Confirmed that the opening of Multistory 2 will provide some relief of Airport parking for summer 2025 by adding 2000 spaces. He expects they will ask NSC if CogLoop2 can continue to be used while Multi Story 3 is being built.

TD- Asked if the Airport could request for an extension on temporary use rather than it being a permanent request.

AG-Advised that there will be an informed conversation with NSC regarding CogLoop2 and parking as it evolves.

JSt- Told the committee that the PCAA is opposed to the Airport requesting the discharge of conditions 6, 7, 27 and 28 planning conditions. He said that crucial environmental safeguards are being ignored.

AG- Said that if NSC decide the Airport have not provided the right information or require additional information to discharge the conditions they will withhold the decision until appropriate information is submitted.

MS- noted that we have planning permission for the south and west terminals subject to conditions. For example, condition 7 sets out our construction environmental management plan, which includes details on working hours, routes for construction traffic, what noise mitigation measures we will put in place. Condition 27 is about contamination and doing our due diligence to test the land is not contaminated and submit the results to NSC. This information is what NSC have asked for and they will check before we are able to carry out the construction of the terminal extensions.

HB- Said she is disappointed that the Airport put in the phased development of carparking in their planning applications and carparking on green belt but do not abide by it. She is cynical that the Airport will follow phased development around green belt.

GG- Said the issue around parking has been answered and wants to reassure the members that the Airport is committed to building multistory 3.

REPORTS FOR INFORMATION AND QUESTIONS

3247. Statistics (report attached)

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

No questions.

3248. Reports:

- Draft Minutes – Environmental Effects Working Party minutes (on website)

HB had submitted one addition for the minutes which the secretary confirmed will be added.

- Transport Forum Minutes – circulated in the updated pack

HB- Asked was the Mass Transit now being called West Rapid Transit?

AG- Advised this is what the West of England Combined Authority (WECA) are referring to it as.

HB- Said she was concerned from reading in the minutes that 25% of all airport traffic comes through Portbury which then feeds on rural roads coming through to the A38.

AG- Advised that the Airport have collected their own data and do not support the information provided in the minutes.

BH- Advised that NSC have undertaken a number of traffic surveys and it has been noted that the traffic accessing the A38 from Nailsea/Clevedon area are evenly split between Brockley Coombe and Hyatt's Wood Lane both therefore converging on Downside road.

BH said that the Airport expansion has created a pattern and would like to request certain roads are removed from Satnav routes directing people to the Airport. Any work that can be done to relieve the minor roads would be appreciated.

AG- Advised the Airport will have detailed talks with NSC and other partners covering suggestions like those raised by BH- e.g. Satnav. The Airport uses ANPR cameras to collect data.

HB said if everyone had to filter along the "A" roads if the small roads are removed from Satnav's the main roads would always have traffic jams.

AG- Confirmed that data sets are available, and they will be having detailed talks on work that needs to be carried out when digesting the feedback from the consultation.

- Bristol Airport Local Community Fund (on website)

HE told the committee that they had a successful committee meeting which included agreeing to grants including Groundwork trusts- to improve noise and heating, and Felton Village Hall for Solar Panels.

He said that 2024 was a record year for grants totaling 63, this is in addition to the £200,000 dedicated to the noise mitigation fund.

He advised there will be a press release going out on 23rd January on the Community Fund.

Griffiths Farrans are the contractors of the Multi story 2 carpark. HE advised they have very good social values including:

- giving back to the community
- 9 apprenticeships working onsite
- report that they have spent £8million pound in local supply chain.

JP- Advised that St Katharine Church on Felton Common Hill requested £3,000 from the Local Community Fund to help fix the roof as tiles have slipped and has caused leaking inside of the church. She confirmed they received £1000 from the Diamond fund as they were told they did not meet the criteria for the Local Community Fund.

It was hinted they could return in March for an additional grant however she believes this has now been turned down on environmental issues unless they could provide noise insulation which is not possible.

HE- Confirmed there are set criteria that has been set out with NSC and unfortunately at this moment the scheme did not meet the criteria.

MS- Advised there were detailed discussions directly with the church and options were put forward and they chose to accept the £1000 to do the immediate roof repairs.

HB- Advised JP to investigate attracting Swifts to the church roof which would help cover the environmental aspect.

HE- Confirmed they would welcome them to apply again but they do need to meet the criteria.

JP- Said that both sides of the Airport and Brockley Combe are currently covered in litter.

HE Confirmed there are monthly litter picks carried out by the contractors and Bristol Airport will be organizing their own litter pick shortly.

3249. Items of General Interest

JP- Disability Forum

JP told the members that during the last meeting they were given a series of presentations around the Airport and its future focus. Samantha Saunders is taking over the role and is currently getting to grips with it along with 18 new staff members. She advised the staff are currently struggling with the old ambulifts.

JP advised that there has been a large increase in PRMs with the current figure being 30% of airport passengers. There 22,000 PRM in September, and out of that they only received 17 complaints.

She said the meetings are very beneficial and informative.

JP asked when the video the Airport were planning create on how disabled passengers access the Airport would be completed?

GG- Confirmed the video has been postponed but they will be progressing with it but want to ensure the right input is used.

JSt Provided a summary from the EEWP meeting

He said the key points that were taken away from the EEWP were:

- Noise monitoring is being reviewed, but members felt there needed to be more ground noise monitors.

- There is an opportunity for coordination between airlines and the Airport to look into the possibility of using AI to communicate in the future.

- Scope 1 and Scope 2 emissions were discussed at length but members requested more detail on Scope 3.

- Night flight dispensations need to be reviewed, and sensitivities need to be dealt with.

- Continuation of ongoing effective dialogue for any issues.

HP- Said that they acknowledged it was a very valid point that more information on Scope 3 needed to be shared and confirmed this will be done. Ground noise information will be shared but as per the 12mmpa there will be one ground noise monitor installed. She also confirmed that there is a budget for 10 mobile noise monitors.

HB- Asked how the tests/monitors will be done accurately for the 15mmpa planning application with one ground noise monitor? She said there needs to be one at each end of the runway.

HP- Confirmed her role now is to fulfill the requirements around the 12mmpa planning application but will take comments on board when looking at the planning application for 15mmpa.

3250. Notification of Items of Business for the Next Agenda

None

3251. Any other business which the Chairman deems to be urgent

None

Meeting closed 16.22

Bristol Airport

 first bus



Ed Condon
Transport
Development Manager



Rob Sanderson
Commercial
Development Manager



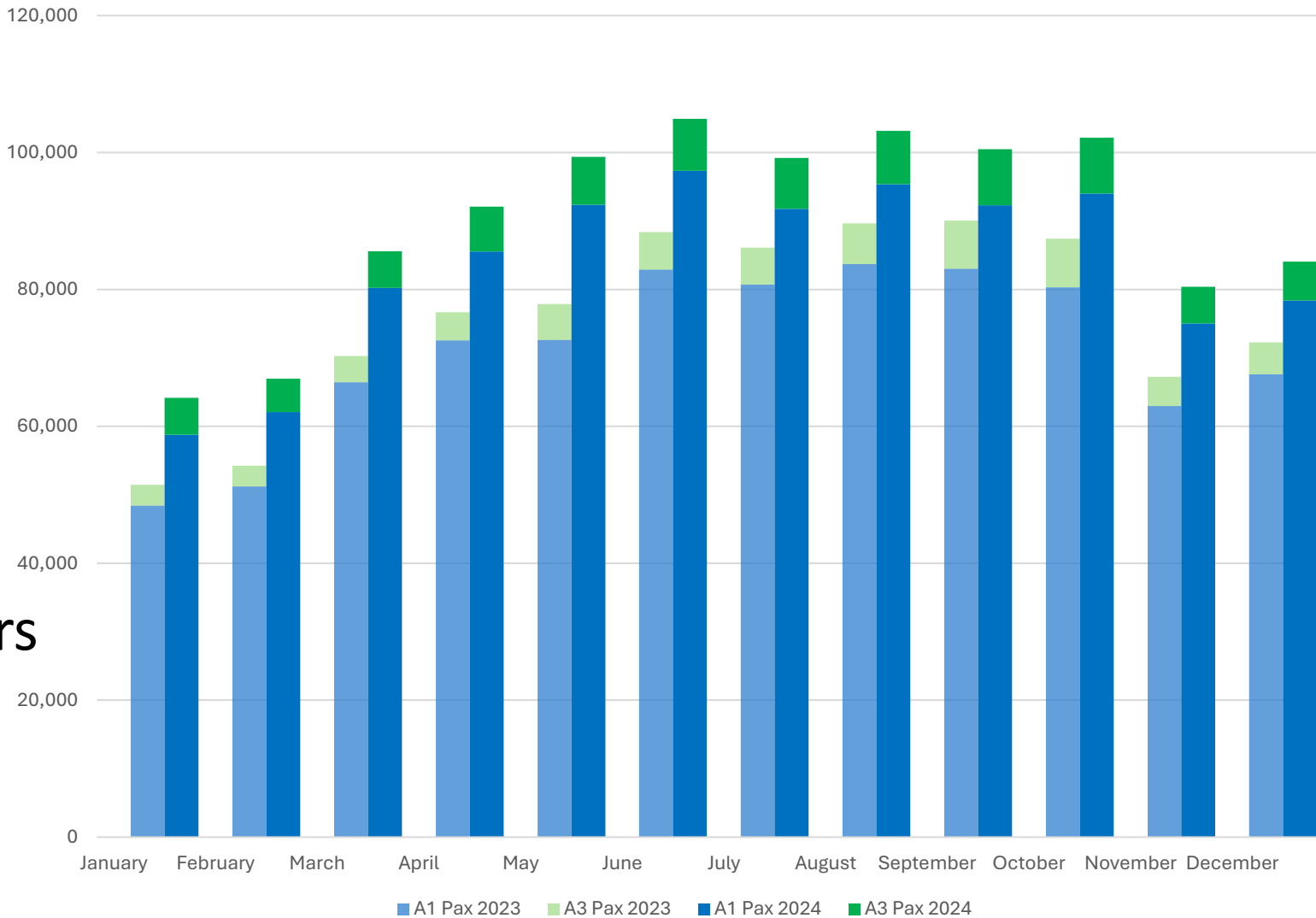
Our transport partners



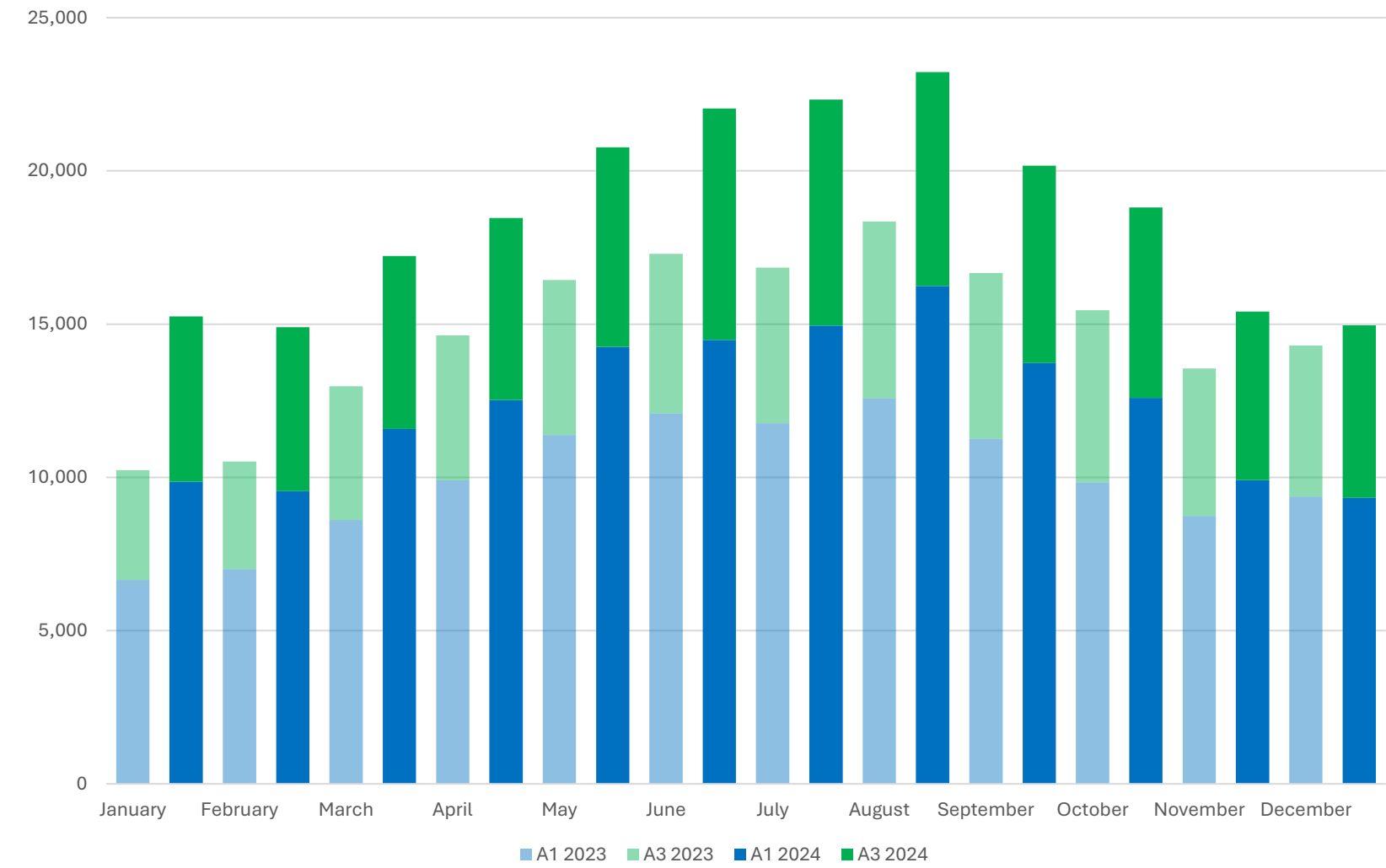
2024 in review - Passengers

19%
increase in
Passengers
versus 2023

- **1,003,226** A1 passengers
- **78,216** A3 passengers

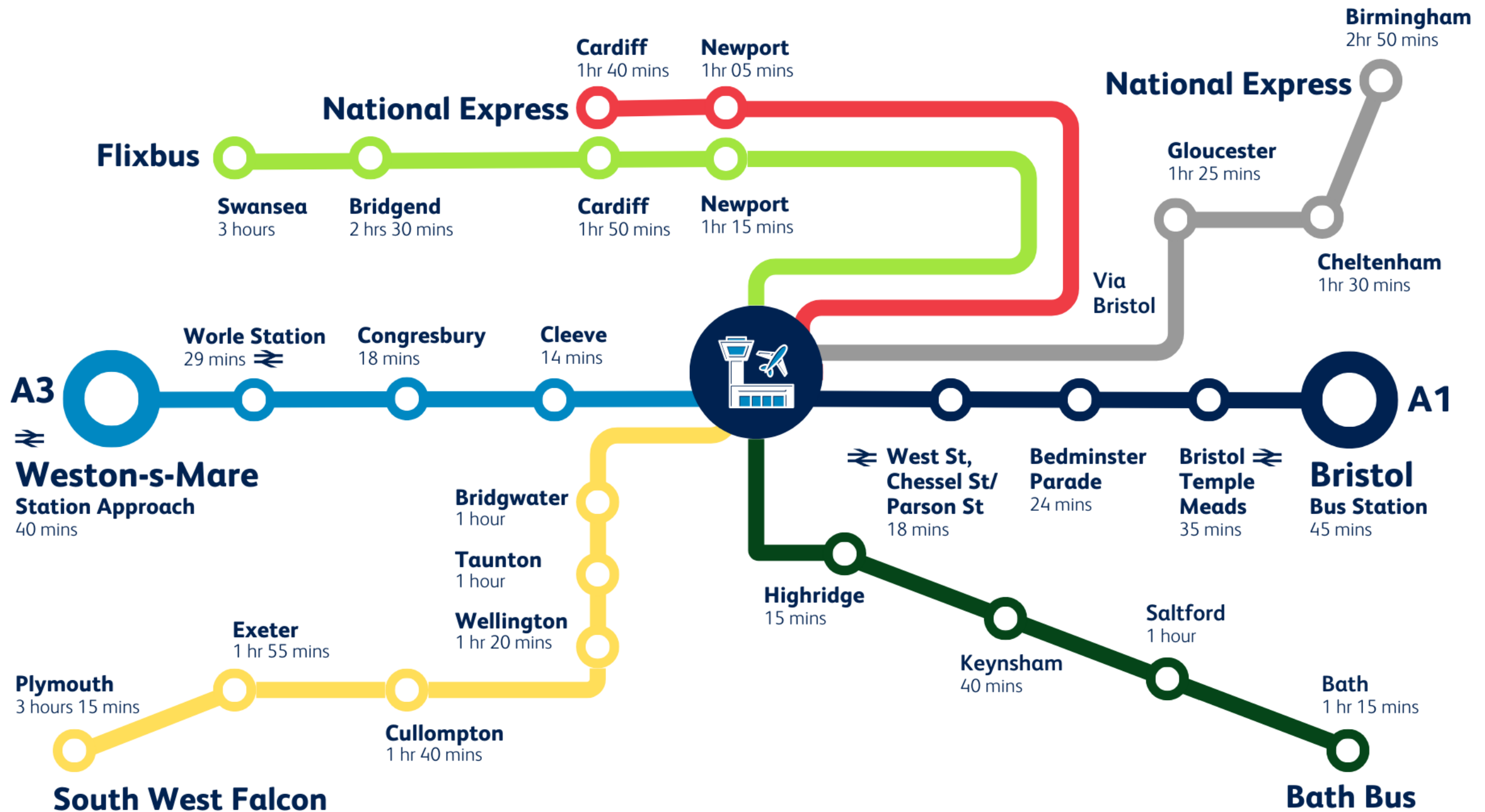


2024 in Review - Staff



222,820
Staff journeys
In 2024

- An average of **18,576** staff journeys a month
- Across peak summer months an average of **21,500+**



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THE WORLD IS ON YOUR DOORSTEP!

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FLIVING from Bristol airport this summer? You can now get going there and home on your luggage! Catch the Airport Flyer! There are two dedicated airport services: The A3 from Bristol City Centre to the airport, and the A3 to the Weston super Mare service calling at Wharfe, Congresbury and Cleve.

FROM BRISTOL

The A3 Bristol Flyer runs 3x7 and up to every 10 minutes at peak times, so there are plenty of opportunities to get you to the airport with time to relax in the departure lounge.

This service calls at Temple Meads, as if you're coming from further afield, it's easy to make the connection with rail and bus. When you come out of Temple Meads, turn left and go down Station Approach to the dedicated Airport Flyer bus stop.

Your Airport Flyer ride includes wheelchair access on all First Air and Connex services.

Services between Bristol and Weston are available between Bristol or West of England. Your seats are booked in advance to allow us to plan our routes.

FROM WESTON

A3 services run to the airport hourly between 06:00 and 23:00, and between 06:00 and midnight on the other days.

"There are great rail links on this route as the A3 Flyer calls at West of England, Weston station. Access your Airport Flyer ticket details online travel on all First Bus and Connex services to your chosen train. Choose between Weston-super-Mare or West of England. Your return ticket is valid for one month.

You'll be dropped a short distance from the airport.

You can store your luggage in the onboard luggage racks and there's a first

onboard Wi-Fi and USB ports where you can charge your phone to make sure it's fully powered up for your flight as you can relax and start your holiday early.

Buy your tickets online or on the First Bus app.

FROM WESTON

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22 MAR 2024

Electric Buses First Bus

First Bus to invest £89m in zero-emission bus operations after DfT 'ZEBRA 2' funding success

- £89 million investment in 178 zero-emission buses and infrastructure across four regions
- Worked with Local Authority Partners to secure £16 million of Government co-funding
- Operator will run more than 800 Zero Emission vehicles across 14 electrified depots in the UK



FLEET

First Bus to Invest £89 Million in 178 Zero-Emission Buses

Author: Tiana May Published: 27 Mar 2024







Happy New Year! The Airport has had a record 2024, serving more than 10 million passengers in a year for the first time.

We've begun to look into the future with our plans for development up to 2040, but before looking ahead I will look back over highlights from the last few months.

Christmas is a special time as friends and family members reconnect. Over the festive period we welcomed around 110,000 passengers into Bristol Airport as they arrive here to reunite with family and friends. A peak of 15,000 people arrived on Monday 23rd December in time for Christmas celebrations.

We held our first Santa flight since the pandemic, working with Jet2 to provide Christmas cheer to some very deserving children and their families. Families from Bristol Airport's charity of the year,

Great Western Air Ambulance Charity, along with Children's Hospice South West, British Heart Foundation and Weston Hospice joined children from a number of local schools including Winford Church of England Primary School, Wrington C of E Primary School, Court de Wyck Church School in Claverham and Backwell C of E Junior School. As part of the special day, Father Christmas' sleigh successfully rendezvoused with the aircraft in mid-air, allowing him to give out presents to the children.

Work on our Public Transport Interchange and multi-storey car park continues at pace, with a topping out ceremony being held at the end of November. Work will continue to fit out the building ahead of it fully opening this summer. When complete, it will provide one of the region's largest bus/coach interchanges, a new drop-off and pick-up zone, and step-free access to the terminal. The vast majority of passengers will arrive and leave via the building, transforming the customer experience.

Other upgrades at the Airport include finishing the roll-out of the new next generation technology, which allows passengers to keep electronics and liquids in their bags. This has been working well in the terminal since June, but in October we became the first airport in the UK to complete the roll-out, with installation in all staff as well as customer areas.

We've looking at the long-term future with the launch of a consultation on our draft Master Plan to 2040. Our consultation is open until the end of January and we're appreciative of any support to bring it to the attention of our local communities. Our final Master Plan will be published in the late Spring, followed by a submission of a planning application to deliver the infrastructure necessary to increase passenger numbers at the Airport to 15 million passengers per annum.

More immediately, this year is expected to be Bristol Airport's busiest yet, with predictions of just under 11 million passengers passing through the terminal. We've got some exciting new routes that are starting and hopefully more announcements during the year.

Wishing you a happy and healthy New Year.

Operational update

easyJet have announced that they will base their 19th aircraft at Bristol Airport. This will be a A320neo, the newest aircraft that is considerably quieter and more fuel efficient than the previous generation of aeroplane. The airline is now flying to Istanbul, providing a direct link to this culturally important city and one of the world's best-

connected airports. easyJet will also have new routes to Almeria (Spain), Palermo (Italy), and have just begun a new route to Tromsø (Norway).

Jet2 continue to perform well and will be providing a new summer route to the Greek island of Leros. This winter the airline has been flying to Bratislava (Slovakia) for the first time, serving the city break market and also providing another direct link to a European capital.

Construction projects continue to make good progress. Just before Christmas, the South Gates project took a major step forward with the installation of modules to house our three new boarding gates. The next stage is to construct new bridge links to connect the structure to the existing walkways. This will provide the Airport with three new gates and increased capacity.

Sustainability

The new UK Government has decided to update the Jet Zero Council, the organisation where government, industry, and regulators come together to work on decarbonising the sector. I'm delighted that our Director of Sustainability, Clare Hennessey, has been asked to join the new Jet Zero Taskforce. Other than Heathrow, Bristol is the only other airport on the group. Led by the Aviation Minister, the Taskforce will focus on Sustainable Aviation Fuel (SAF), developing zero emissions flight, making aviation systems more efficient, emission removals, and non-CO2 impacts.

The UK's SAF Mandate came into force at the beginning of January, meaning that 2% of total jet fuel in the country has to be SAF. Importantly, there's also a new pricing system designed to increase domestic production of the fuels. We continue to work with our airlines and partners in the region to secure a long-term supply of SAF at Bristol Airport. The Mandate will increase to 10% in 2030 and 22% in 2040.

In December, **National Express** began a new route connecting Bristol Airport with Gloucester and Cheltenham. This creates a new direct public transport link to areas which use the airport, but previously did not have a coach link. The timetable has been created to align with our peak departures and arrivals. As we move towards the Public Transport Interchange being completed, we continue to work to increase frequency of buses and coaches, as well as identifying potential new routes.

Community

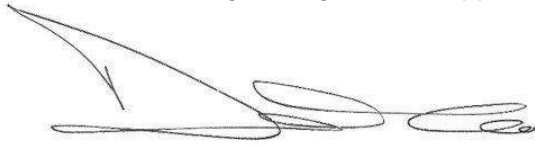
Our fire service donated a large amount of firefighting protective equipment and other essential gear to help firefighters around the world, working with the charity FIRE AID. This stops clothing and equipment ending up landfill due to recent changes in UK standards or it reaching the end of manufacturers recommended shelf-life, but is deemed safe to continue to use.

We were also able to reuse old security trays, with around 200 donated to local schools and community groups. Our latest scanning equipment means that we have to use new trays. We were assisted by the Community Scrapstore in Weston, who collect products from local businesses that can be reused.

In 2024, we granted £118,000 in total - £68,000 from the Community Fund and £50,000 from the Diamond Fund - to 63 different projects. The committees governing the new Community Fund and Diamond Fund took a while to get going in 2024 – these are now running as we would hope, so we expect to be able to make considerable donations to local groups in 2025. As ever, we are enormously grateful to ACC members who make local groups aware of the funds.

Our school engagement programme in 2024 was highly successful, with 32 visits to schools and colleges taking place in total to over 2,400 students.

We have decided to extend our 'charity of the year' partnership with the Great Western Air Ambulance Charity into 2025. This means we can plan more events, get our customers and business partners more involved, and do even more good together to support this charity which saves countless lives across our regional every year.

A handwritten signature in black ink, appearing to read "Dave Lees".

Dave Lees
Chief Executive Officer

Passenger & Movement Stats – ACC January 2025

	Movements		Passengers	
	2023	2024	2023	2024
January	4,147	4,565	461,968	513,258
February	4,553	4,799	547,420	601,328
March	5,208	5,765	640,351	730,820
April	6,311	6,457	803,093	859,369
May	7,642	7,618	945,549	1,028,034
June	7,817	7,902	1,012,649	1,097,373
July	7,866	8,119	1,068,657	1,142,450
August	8,030	8,088	1,112,695	1,188,651
September	7,908	7,842	1,038,881	1,074,923
October	7,654	7,357	957,998	966,938
November	4,831	4,732	557,592	603,730
December	5,244	5,310	644,931	672,238
Total	77,211	78,554	9,791,784	10,479,112

QUESTIONS FROM OCT 2024 ACC

QUESTION from Oct ACC:

JH said that from the passenger surveys in 2023/24 which showed 75% of passengers flying 3 times per year or less. She asked what number of passengers participated in the survey and what percentage do these make up of total passengers?

What is the airport doing to address frequent flyers about their carbon footprint?

CH advised that the Airport will look at the response rates and come back with a written response.

ANSWER:

The figures provided to the ACC are based on two surveys, undertaken by a specialist market research company, which took place at different times of the year with each survey interviewing more than 1,000 passengers in order to be statistically meaningful.

QUESTION from Oct ACC:

TOM DAW - asked officers of NSC if the speed could be monitored around Cooks Bridle Path, they advised him it is not covered by NSC and it falls under the police remit. The Airport team advised they would take this away and pass on to the Airport Police.

ANSWER:

Response from police: Although our primary aim is to help ensure the safety of passengers and staff at the airport, we also patrol the roads in the vicinity of the airport on a regular basis. We will continue to do so, and when we encounter speeding or other driving offences then we will deal appropriately. We do have support from specialist policing teams, including Roads Policing units and their focus is on keeping the roads safe, including dealing with incidents of speeding.

QUESTION from Oct ACC:

HB- requested for a presentation to be given on SAF

ANSWER:

We are still looking into possible speakers for this presentation.

QUESTION & DATE RECEIVED: Hilary Burn – 24th October 2024

I was very disappointed that I had not response to my question sent in on 20th October. The point is under my initial questions and refers to the dispensations, Section 2, point 1 querying the date 1 August. If this date is correct it means that the night movement limit has definitely been breached.

I always wanted to query at the meeting question 2. " if the Airport is monitoring dispensations, is it now the Airport that will impose fines".

The response to he question by the Airport states "BA is monitoring the dispensation process but the power to sanction through legislation is the responsibility of ACL".

I note from the meeting yesterday that ACL has nothing to do with dispensations so I query the above answer and ask for confirmation that it is correct.

ANSWER:

As explained in the night dispensation meeting on 24 September There have been 3,287 flights from the period 1 January to 31 August between 23:30-06:00, 562 flights qualified for dispensation so total flights is 2,725. However, night flight limit is in two consecutive seasons summer and winter. In winter 2023 there were 408 Night flights, so in Summer 2024 there can be no more than 3,592 movements. Since the start of the summer season on 31 March 2024 to 1 August 2024 there have been 3,028 flights between 2330-0600 with 510 qualifying for dispensation resulting in a total of 2,518. Projected total by end of season is 3,431 night flights, which would give a total for W23 and S24 of 3,839. The night movement limit of 4,000 ATM in the night period has not been breached.

Dispensations can be granted to flights that have run into the night period, if the reasons for the delay meet the conditions set out by the 12mppa planning conditions.

As explained by ACL in the meeting they have the power to sanction airlines that misuse a slot or operate without a slot.

(Dave said this in the Oct ACC) The Airport hold the right (although not in writing) to issue a fine to airlines continuously running off schedule, but have not done so to date.

QUESTIONS TO BE ANSWERED FOR JAN 2025 ACC

QUESTION: Hilary Burn - Question for the next ACC meeting – 24th October.

In the ACC meeting 23/10/2024 the Chief Executive stated that the Airport is working in collaboration with airlines to reduce dispensations and that penalties will not be imposed due to them being customers. Dispensations for 2024 are just under 700 until 30 September. This is a very high figure. It is on average an additional 4 flights a night, 1 June to end of September. Why won't the Airport introduce KPI targets to reduce congestions, staffing issues etc in the meetings regularly held and publish them?

ANSWER:

Bristol Airport is working hard to reduce the number of late running flights into the night period. For this Summer we have seen a reduction in the number of late running flights despite overall traffic levels increasing.

The vast majority of flights running late are due to widespread and continued air traffic control delays across Europe, which we are unable to control, and we do not think it's appropriate for Bristol Airport to have a specific KPI relating to delays outside of our control.

We do have a number of KPIs and service level agreements for flights within our control at Bristol and this is where we can help improve overall on time performance. As an example, we have seen overall on time performance improve from 65% in Summer 24 compared to 60% in Summer 23, and this has certainly helped reduce overall delays throughout the summer.

We are already working hard with all airlines and key operating companies in advance of Summer 25 with the aim of further improvement to the overall on time performance at

Bristol.

QUESTION: Hilary Burn – emailed Sun Nov 24th

Can "ATM with dispensations" be explained. For instance, are "ATM with dispensations" in addition to Night Movement Dispensations? What are the criteria for them? Do these ATM fall into the Two Hour Hardship Rule"?

ANSWER:

Some of the reasons for dispensations (see previous presentations for all of the potential reasons) are not linked to night flights. For example, an unplanned military landing or a medical emergency could land in the day. These would be marked as dispensations flights and they would not be counted within the airport's ATM limit. There are less than 10 of these a year at Bristol Airport.

QUESTION: Hilary Burn emailed on Sat 21 Dec

Can the Airport explain why the figures within the Air Transport Movements and Passenger Reports have not been updated to include the month of October? This information was to be made known two weeks after the end of October.

ANSWER:

The ACC pack was issued on 9 October, so October passenger and SATM figures were not available. These will be included in the next ACC pack.

QUESTION: Richard Baxter (BAAN) emailed on Wed 8 Jan

How many members of the public attended the three in-person 'village hall' consultation events held at Wrington, Cleeve and Felton?

ANSWER:

We held community drop-in events at Wrington, Cleeve and Felton, and additional sessions for residents, businesses and parish councils. More than 200 individuals attended these events.

QUESTION: Richard Baxter emailed on Wed 8 Jan

I'm aware that the consultation period ends on 31st January but would also be interested to know how many people have submitted written or online forms for the consultation so far?

ANSWER:

A good number of people have provided feedback to help shape our proposals using the online feedback form. There is still time to respond before the deadline closes on 31 January. We will then be able to finalise numbers for the total number of responses received.

QUESTION: Thomas Daw emailed on 14 Jan 2025

I attempted to get the A3 a week or so ago and was told I wasn't able to as the buses no longer drop off but only pick up.

My question is about whether this is true or not and the process for residents to make complaints/enquires about the Airport flyers.

ANSWER:

There are two stops on the Flyer network that are drop off only. One on the A1 travelling from Bedminster Down to Temple Meads and one on the A3 travelling from Worle into Weston-super-Mare. This is where there are local bus services operating the same route from the same stops. This helps preserve the local bus network and increase the service of the Airport Flyer as a specific Airport service for passengers and staff.

All complaints/enquiries about the service can be submitted via regular Airport channels including the website. Complaints about the operation can also be submitted to First directly.

QUESTION: Hilary Burn sent at 17:25 on Weds 15th Jan

How was the time of two hours decided for the two hour hardship rule and why not one hour?

ANSWER:

The 12mppa planning condition allows the Airport Manager discretion over what length of delay would be likely to lead to potential hardship and suffering. The Airport decision is to apply a 2-hour threshold and this has been acknowledged and accepted by North Somerset Council as being a reasonable threshold, over which delays are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals. If a flight was refused permission to land at Bristol, it would have to divert to an alternative airport (which may also have night-time movement restrictions). This would add up to an hour to the flight time taking the overall delay to 3 hours. Passengers would then have to wait for coaches to be organised to return them to Bristol which could take between 1-2 hours and then the journey time itself from the diversion airport is likely to take a minimum of 2 hours, resulting in a total delay time of 6 hours or more. The other alternative is for the flight to not depart the origin airport until it can arrive after 06:00, however this could lead to congestion at the origin airport and would lead to serious congestion at Bristol as the flight would then land in our busiest period during first wave departures.

QUESTION: Hilary Burn sent at 17:25 on Weds 15th Jan

Why weren't residents considered or consulted when deciding this rule as in the summer months they receive approximately 3,500 night flights which cause considerable hardship to them?

ANSWER: The two hour hardship threshold was decided in conjunction with North Somerset Council and has been agreed within the protocol setting out the way in which dispensations are considered.

QUESTION: Hilary Burn sent at 17:25 on Weds 15th Jan

What mitigation is proposed for dispensation flights on residents outside of the standard noise mitigation?

ANSWER:

The noise mitigation scheme was developed as part of the existing planning consent and addresses the impact arising as a result of the approved number of ATMs and night flights. The Airport continues to comply with these limits. There are no proposals for mitigation for dispensation flights.

QUESTION: Hilary Burn sent at 17:25 on Weds 15th Jan

Both, NATS and Euro Control Aviation state that flight delays are going to get worse as the whole system is under pressure due to a variety of reasons. Will Bristol Airport ensure that scheduling of flights avoid being delayed beyond 23.30 hrs?

ANSWER:

There is no way to totally ensure that scheduling of flights avoids any delay beyond 23:30. For Summer 2024 Bristol Airport put in a constraint on the number of aircraft that could be scheduled in the period 2300-2329 limiting this to 8 with a further limit of 4 in the period 2315-2325. This was to restrict the number of flights in this period and therefore reduce the chance of flights being delayed into the night period. For Summer 2024 there was a 14% reduction in flights scheduled in the period 2300-2325 being delayed into the night compared to 2023.

While Bristol Airport cannot influence delays caused by Air traffic network issues, it can influence ground delays that potentially compound air traffic delays. There was an on time performance improvement from 65% in Summer 24 compared to 60% in Summer 23, and this has certainly helped reduce overall delays throughout the summer.

Bristol Airport continues to work hard with all airlines and key operating companies in advance of Summer 25 with the aim of further improvement to the overall on time performance at Bristol.