

Airport Consultative Committee

ENVIRONMENTAL EFFECTS WORKING PARTY

9th October 2024 @ 10.00 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

Gill Patch, Winford Parish Council (GP)

Laurie Vaughn - Wrington Parish Council (LV)

Joachim Steinback, PCAA

Alicia Fox- secretary

- **Apologies for absence**

Lindsay Howe North Somerset Council (LH)

Dee Mawn, North Somerset Council (DM)

Roger Wood- Yatton Parish Council

Hilary Burn, Cleeve Parish Council (HB)

- **Minutes of the previous meeting held on 29th May 2024**

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

- **Matters arising from previous meetings**

None

- **Sustainability update– Presentation and slides by HP**

Presentation slides attached as appendix A

HP advised that the energy consultant said a 25% onsite renewable energy generation target by the end of 2025 was very ambitious and 20% was a more of reasonable target to work

towards. The Airport, however, are still going to aim to get as close to a 25% reduction as possible and will keep members updated on their progress.

LV asked whether the slides are referring to installed capacity or actual use and actual generation?

HP confirmed they are referring to actual use and actual generation. HP also advised that Hydro treated Vegetable Oil is now used for all landside buses.

DH asked for clarity around the gas reduction but the result of this will be an increase in the electricity use with the removal of the heat pumps.

HP advised members that the Airport have invested in procured renewable energy from a firm in Norfolk. They have invested to secure the energy and once the grid has decarbonated it will become clear if the fuel is 100% renewable.

HP told the members that the new onsite Waste Management Centre is now active

AF asked if the committee could have a tour of the facility at a later meeting.

HP confirmed this is something that can be arranged and will follow up.

JSt asked if a report around the waste management could be produced and independently verified which would help with transparency and enhance the reputation within the local community.

HP confirmed that the Carbon Footprint Scope 1,2 and 3 is always verified annually by external experts to endorse the report. Waste management and Environmental management is accredited by ISO 14001. These external verifications can be made clearer in the Annual Sustainability Report.

DS also advised that once the Carbon footprint annual figures have been obtained the report is externally audited by Arcadas. The Airport are also a member of ACAS and have been awarded level 4+, which is the highest level of accreditation the Airport can be without being Net Zero.

JSt was concerned that the bulk of emissions generated within the airport are by the airlines, he asks what are the airlines doing to help offset their emissions? JSt also requested an airline perspective on their actions for offsetting their emissions.

HP is aware of the members request to hear from the airlines, however as an operator they can only try and facilitate communications. There are conditions that airlines must meet regarding the aircrafts that are being bought in to operate from the airport. EasyJet are happy for some of their figures to be shared so HP will follow this up with them.

HP told the committee that in Quarter 1 2025 the Airport will be publishing a league table. This will detail airline data which shows how they rank against other airlines using data such as aircraft type and emissions etc.

- **Environmental Update- Qtr 3 2024- WL**
Slides part of Appendix A

LV noted there were 34 non conformities in Septembers figures, he asked if 24 were due to storms, what were the reasons for the other 10?

WL advised they were just normal CDA's not due to weather.

LV what accountability is there for the other 10? Is there a fine/penalty?

WL advised if an airline exceeds the noise limit there is a fine but that is not necessarily the case for CDA's. They will be analyzing the data in more detail.

JSt said he feels there are only 2 reasons airlines do not conform to the CDA' and these are cost cutting and external factors such as storms. He asked what repercussions do the Airlines impose for non-compliance?

WL said that each airline different but she is aware Jet2 have internal repercussions as do Ryanair. From the evidence the Airport have seen none of the CDA's for September have been for a cost cutting reason.

HP said that there are quarterly meetings with the airlines/pilots/ Airport team to discuss the tracking of the aircrafts movements. As part of these conversations this data can now be shared with these members to highlight the issues and address the tracking non conformities.

JSt asked to what extent is the Airport allowing the non-conformities to slip through without any repercussions. It would be helpful for the Airport to go public with the information that is produced around how they are pushing for 100% conformity.

JP said she was amazed that Ryanair are consistently top at hitting their CDA's and asked what they do differently to the other airlines?

WL advised it is unclear the exact reason but from research it seems to be linked to when the landing gear is triggered and when this is done later the CDA is more likely to be on target.

WL told members small aircrafts and helicopters are excluded from the data in the slides.

WL explained to the members that on the Q2 slide for complaints one complainant made up all the complaints in Corsham. The Airport have gone through all the data to look at the issues he has raised and the concerns have now been addressed.

JP asked if anyone has visited and stood in the garden of the complainant to hear the issues firsthand?

HP confirmed that a site visit has not happened, they did not offer mobile noise monitoring as he was so far out and no other complaints from the area had been made. They also spoke with the MP for the area who advised no other complaints had been brought to their attention.

However, as there have been more complaints from around that area WL is carrying out a lot more research data and looking into the "hot spots" and the causes. Once this is understood they can then look into what support could be offered to those residents. More of an update can be provided in due course.

The Q3 slide shows the Airport have been noise monitoring further afield of the noise contour area to start obtaining more data.

Night noise has made up the most complaints within Q3 with an increase of 20%. However, overall the number of complaints for 2023 are the same as last year, it is the composition of the complaints which has changed.

LV asked for if the blue loops on the arrivals slide are where the aircrafts are stacked awaiting the landing, could that be what is creating the noise in Corsham?

WL said she will review the data and look into the cause.

The aircraft where its blue on the “Departure tracks by altitude” slide are the ones they are concerned about. There were reasons why these were blue and yellow and having this data allows them to address the aircrafts which were non-compliant with their track keeping.

As the daily tracking is being monitored when there is a flight that has not been following the flight path they can then click on it and find out which aircraft it was and establish the reason for not complying with the CDA. This information is being recorded and monitored by the Airport team.

- **Net Zero Operations Progress – DS**
Slides part of Appendix A

DH wanted to clarify the wording around the HVO reducing the emissions or is it just from a sustainable source?

DS confirmed that is HVO it is from a sustainable source the Carbon produced is lower than that from burning other fuels. This is why there is a reduction in the overall emissions.

LV asked what the “refrigerant” emissions referred to

DS advised that refrigerants refer to the leakage of gas from the chillers. Although it is such a small amount, the gas emitted has a high global warming factor so is monitored closely. HP mentioned that the airport is installing more efficient air handling units to replace the chillers as part of their net zero programme, which will reduce this risk.

JSt told the members it is difficult to understand the scientific data and asked if the Airport could make it simpler?

HP said they can add definitions on to the graphs.

JSt asked about what are the safety implications of using Hydrogen and how are they being addressed?

DS advised there are defined zones around a hydrogen dispensing unit, Ultima Forma will really look into the concerns around Hydrogen onsite.

HP said there is no current regulation around using Hydrogen airside. The whole point of Project Acorn was to work with the CAA and put forward suggestions for regulations to be put in place. The Airport are working on creating an Apron which will move around with the mobile hydrogen refueling system to ensure it is used safely.

AF requested someone from Equilibriion to attend an EEWP to give a presentation.

- **Any other business (AOB)**

None

- **Dates for future Meetings 2025**

TBC- 15th January 2025

Distribution:

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