

BRISTOL AIRPORT CONSULTATIVE COMMITTEE MEETING

1st October 2026 AT 10.30AM at Lulsgate House, Bristol Airport and on TEAMS.

Meeting held at Lulsgate House and virtually using Microsoft Teams

DRAFT Minutes

Present:

David Hall, Chairman (DH)
Dave Lees, Chief Executive Officer (DL), Bristol Airport
Councillor Hilary Burn, Cleve Parish Council (HB)
Councillor Jill Patch, Winford Parish Council (JP)
Councillor Shaun Luckham, Wrington Parish Council (SL)
Councillor Ben Moss, Parish Councils Airports Association (BM)
Councillor Barbara Harland, Backwell Parish Council (BH)
Councillor Roger Wood, Yatton Parish Council (RW)
Councillor Nicola Wilson, Chew Valley Cluster (NW)
Councillor Marcia Pepperall, Weston Town Council (MP)
Tony Welch, Business West (TW)
Kathryn Davis, Visit West (KD)
Steve O'Donogue , NATS (SO)
Neil Bromwich- CBI South Western Region (NB)
Gareth Lowe, TUC Bristol and South West Region (GL)

Also in attendance:

Ian Drury, Head of Corporate Affairs (ID), Bristol Airport
Andrew Goodchild, Head of Planning and Growth, (AG) Bristol Airport
Harry Ellis, Corporate Affairs Executive (HE), Bristol Airport
Tracy Comer, Community Relations Manager (TC), Bristol Airport
Paul Douglas- NATS
Insp Christian Gresswell, Bristol Airport Policing Team (CG)
Alicia Fox- secretary

1. Apologies for absence

Cllr Paul May
Simon Crew

Wendy Walker
Rachel Seward
Claire Hennessey

2. Declarations of Interest– in accordance with the Code of Conduct

None

3. Public Participation – in accordance with the constitution

No attendees.

4. Presentation- Airspace Change- Paul Douglas and Steve O'Donoghue

Slides attached as Appendix A

SO wanted to highlight that Bristol Airport will be following the process described in CAP 1616 version 5.1 as confirmed by the regulator.

BH- Asked whether as part of the Airspace Change consultation they will be considering NSC and other local authority's Local Plans? NSC is proposing an expansion of 24,000 homes and current greenfield sites, will these applications be considered?

PD- Part of process is providing a report on impact of implementation from years 1-10. Noise consultants have to take into account any known planning applications.

BH- NSC local plan is likely to be agreed when NATS will be going to consultation, she assumes this will be taken into consideration? Needs to ensure this plan is included in the Airspace change reports.

SO- Data is articulated but he cannot guarantee if it includes lists of the applications. He will confirm and come back to the committee. PD is double checking this. He is back in the office next week.

BH- What is the life expectancy of the Airspace Change plan and why not follow the latest version of the guidance?

SO- This is a change of a generation, changes have not been done effectively for last 70 years and once complete we would not anticipate any changes for a significant period of time. The new version of CAP 1616 is more about the application process as opposed to the outcomes and designs, the changes to Airspace are being planned with longevity in mind.

BH- How does the Airports Noise Surface Strategy link in with the proposed Airspace changes?

AG- The Airport and NATS are using the same noise specialist consultants who are working on the planning application and the Airspace change to ensure they have a clear understanding of the noise issues to avoid any disconnect and can take into account both ground and air noise within the assessment presented as part of the forthcoming consultation.

HB- Mendip Hills is AONB and should not be overflown, will flight plans be showing a decrease in flights over AONB's?

SO - Have to be mindful that general aviation communities do utilise those areas with activities like gliding.

HB- What about Bristol Airport?

SO- All routes will go to consultation which may include respite routes etc.

HB- Consultation coming out in 2027, with the planning application residents can only comment on flight paths. Will compensation be given to people who have not previously been affected aircraft flight paths.

AG- If the noise contours change as a result of airspace changes then there will be compensation available with the noise mitigation scheme.

5. Presentation – Business West- Tony Welch

Slides attached as Appendix B

BH- Said she cannot comprehend the safety aspects of Hydrogen. Research has gone into converting gas boilers to hold hydrogen cells, but she understands this research has now come back due to feasibility and safety aspects. How are you overcoming those barriers?

TW - Hydrogen is a very small molecule and can only be contained by high-grade stainless-steel pipework to avoid leakage. Injecting hydrogen into the gas infrastructure to mix it with gas has been discussed and making gas boilers hydrogen compliant, but my understanding is that the high production costs of hydrogen make this uneconomic. In the aviation sector research and development is focusing on the use of hydrogen fuel cells to power electric hybrid aircraft and using hydrogen gas or liquid to power jet engines. New engine and airframe designs will be developed around hydrogen in the future. The CAA is developing a regulatory framework through its Hydrogen Challenge and Regulatory Sandbox to address safety aspects in aviation and ground handling.

HB- Local communities are not allowed wind turbines due to height restrictions, will people be able to purchase the new models?

TW- Yes, they will be commercially available in various sizes when the technology has been fully tested and approved. The wind turbine is enclosed and pushes air out the back of the unit which opens the possibility of using it for direct air carbon capture.

HB- Where would the carbon be buried?

TW- CO2 from direct air carbon capture can be captured and then used as a bi-product to make synthetic fuels and is used in sectors like the drinks industry to carbonate drinks.

6. Insp. Christian Gresswell - Police update

No change to national threat level, remains at severe. Attended 165 incidents in the last quarter. Including shoplifting and drunk and disorderly behaviour.

Been a busy summer period policing the Airport. The increase in passenger numbers inevitably leads to an increase in the number of incidents requiring police attention, and it becomes ever

more important that they work alongside business partners to help keep passengers and staff safe.

A good example is around the work they have done throughout the summer focussing on threats from Insider activity. This can best be described as any employee or person with knowledge or access to the workings of the Airport looking to exploit their position to cause harm. It is an important consideration for all airports across the UK and indeed worldwide. Here at Bristol, they have dedicated joint deployments across business partners to mitigate the risk, to reassure the public and staff, and to ensure that the security culture here at Bristol remains strong.

The security team, colleagues from Counter Terrorism Policing, Border Force and others all contribute to these important deployments and associated communications.

With support from the Airport Ground Transport team, they continue with regular operations around road safety. The team stopped over 100 vehicles during the most recent operation, checking vehicle condition, documents and driver eyesight.

In and around these focussed pieces of work they have continued to attend to business as usual. For the 3 months reporting period they have attended a total of 165 incidents, with the usual variety of crimes, safeguarding and security concerns to help resolve.

They now move into another busy period for policing at the Airport – stag and hen season.

Despite the reduction in overall passenger numbers, the demographic shifts slightly and they generally anticipate an increase in incidents of disorder/disruption.

They have a Disruptive Passenger Protocol which incorporates responsibilities for key business partners, which is invaluable in helping to resolve incidents of disruption.

BH wanted to thank CG for his update and the work he and his team carry out.

7. Minutes of the Meeting –23rd July 2026 (previously circulated)

(a) Confirmation of accuracy

Minutes were agreed as accurate.

(b) Matters arising

None.

8. Chief Executive Officer Report

This was circulated prior to the meeting.

DH thanked DL for his support of the ACC over the years and wished him the best with his next steps.

DL talked through his CEO report but highlighted the apprenticeships that the Airport offer to support young people and adults into employment.

Most debated topic over the years has been on sustainability. As TW advised the Airport are working on Scope 3, SAF is one part of the journey to get to Net Zero, Bristol Airport punches above others in their field and are a very ambitious Airport.

Proud of the Airport team around Scope 1 and 2 to be Net zero by 2030 and that will be met thanks to implementing an interim target.

DL wanted to thank his team and the members of the committee for their continued support and wished his replacement all the best.

GL- thanked DL for his stewardship of the Airport and their partnership has been recognized as positive.

9. Questions from Members

The answers to the questions submitted ahead of the meeting were circulated in advance.

The Chair reminded members only one supplementary question per answered question allowed.

BH will be taking the answers to her Parish Council meeting tonight (1st October) and will have further questions which she will submit and hopes to receive a written response.

HB- Asked the Airport if they are considering non-native trees to sustain a high heat to replace those that had died over the summer?

AG- There is an ongoing conversation with ecologists around how they make sure planting survives and confirmed that alternative species are considered ahead of the next planting season.

HB- A watering regime needs to be put in place to prevent the plants and shrubs dying like they did this year.

AG- The Airport agrees that some shrubs have died and a more thorough plan needs to be put in place to prevent this happening again.

BM- Had asked a question around PFAS, PFOS, he asked what evidence do the Airport have that chemicals have not entered the aquifer which sits under the Airport site?

AG- The Airport have a series of boreholes around the Airport as part of our 12mppa consent, and they are being regularly monitored. In response to the requirements around PFAS monitoring, the Airport has agreed to additional monitoring and reports are sent to the Environment Agency as the regulator. The Environment Agency are due to report on the PFAS and PFOS and if they tell the Airport that any action is needed, they will do as directed.

SL- Experienced a poor taxi service at the end of the journey, normally the minimum taxi fare is around £25 but on this occasion, it was in excess of £40 for 1.5mile trip. Why has the cost gone up so significantly with the new taxi provider?

DL- Suggested the question is taken offline, and a direct response will be sent to SL.

10. Planning update

12mppa Planning Permission· No live submissions.

Update on Other applications submitted to North Somerset Council

- Request to discharge Condition 6 for bat monitoring at Lulsgate Wood and the Cogloop carparks in relation to the temporary Cogloop2 planning permission was submitted on 14th May 2026 and approved 31st July. In particular, the submission underlines the significant success of Lulsgate Wood in increasing the activity of Greater Horseshoe and Lesser Horseshoe bats by around 600%. (Ref 26/P/1009/AOC). As the temporary Cogloop Carpark is now permanent, all future biodiversity monitoring will be conducted in line with the approved 12mppa Integrated Landscape and Biodiversity Mitigation Management Plan.
- An advertisement consent for a large removal vinyl display on the terminal glass frontage was submitted on 14th July and approved on 4th September. The Thatchers Cider hot air balloon advert is currently on display, but the consent allows for the advert to be replaced with other similar style adverts in the future depending on commercial agreements. (Ref 26/P/1468/ADV).

Permitted Development Consultations

- A PD consultation was submitted on 21st July for a small coffee kiosk adjacent to the Silver Zone Car Park Reception area. North Somerset confirmed the proposal to be permitted development on 5th August (ref. 26/P/1544/AIN).
- A PD consultation was submitted on 17th August for the installation of a canopy structure over the existing terminal forecourt. The lack of shelter between the recently constructed link bridge and terminal building is frequently raised in customer feedback. This canopy will address that issue. North Somerset confirmed the proposed to be permitted development on 7th September (ref 26/P/1705/AIN). Work is expected to begin on the project later this year.
- A PD consultation for was submitted 19th August for the installation of five containers and reconfiguration of the Service Yard on the north side of the Airport. The containers are to be used for the temporary storage of goods. North Somerset confirmed the proposal to be permitted development on 7th September (ref. 26/P/1726/AIN).
- A PD consultation was submitted on 18th September for the reconfiguration of the Waiting Zone, along with welfare facilities and an Electric Vehicle Hub (ref. 26/P/1947/AIN). The proposal aims to make the Waiting Zone more attractive and accessible, which is part of the solution in helping to tackle anti-social parking in nearby villages. The proposal is currently being considered by NSC with a target date of 17th October.

Consultations and Applications likely to be submitted in the Next Quarter

- Work continues on the reserved matters planning application for the third Multi-Storey Carpark. The application is expected to be submitted to NSC by the end of October.

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

15mppa Update

- The planning application was submitted at the end of March and the consultation period ended on 28th June. ACC members are able to view the consultation responses received by NSC on their website (Planning Reference 26/P/0686/OU2).

- Following the consultation, the Airport has been working on providing supplementary information in order to address issues raised by NSC and others and provide clarification where deemed necessary. This supplementary information and points of clarification was provided to NSC earlier this month and NSC have begun a further period of consultation which will run until 1st November.

- Any comments on the supplementary information that ACC members and the organisations they represent should be made to NSC.

- ACC Members may be aware that BAL has agreed an extension of time for NSC to determine the application until the end of December

- Separate to the supplementary information, the Airport has provided responses to the main points which have been made by the Parish Councils, the PCAA and BAAN (including the appendices which were attached to their representations). We have encouraged NSC to upload those responses on their website to aid transparency although they do not form part of our application.

HB- Asked for clarity if AG was saying there was still more information to be provided?

AG- confirmed the Airport has provided the responses to NSC and has encouraged NSC to publish them to aid transparency. It was important to stress that these responses do not form part of the planning application i.e. the Airport is not seeking for NSC to approve the responses, they are for information and to explain what the Airport's position is in response to consultation responses.

BH- said that NSC should be encouraged to make public any additional information they receive.

AG- said he is happy to circulate via Alicia the responses.

HB- Has the Airport got CAA approval to put the lighting on Felton Common?

AG- The CAA process is a 3 stage process. The Airport has engaged with the CAA at stage 1 they gave us reassurances during those discussions to enable us to proceed to present the changes as part of the pre-application consultation and then the planning application. The process with the CAA for stages 2 and 3 is separate to the planning application and the timeline for the CAA process will proceed separately. The Airport recognise that they need planning approval, approval regarding works on common land and CAA approval before they can proceed to erect lights on the Common.

In terms of the details of the lighting which are included within the application and where they would anticipate it to be placed, the Airport is not expecting any significant changes.

If a Compulsory Purchase Order is needed the Airport need to be certain on what land is proposed to be acquired.

HB said would make more sense for the lighting to be approved prior to the planning application in case changes are needed.

AG- acknowledged that if the lighting is not approved by the CAA but the planning application is, then yes there would need to be amendments but the Airport team have considered and accept this risk.

HB-2 farms/habitats have been purchased but still have a deficit, which 9 hectares on the Airport land will be used. Which land is the airport planning to use?

AG- The Airport has acquired one farm and part of a second one. We hope this will be of benefit and provide comfort to North Somerset in respect of the integrity of the bat SAC. If necessary, further land can be purchased and we recognise this will need to be in place before foraging land at the Airport is lost. We recognise the need to have a plan for roosts for the bats on the alternative land.

HB- where is that alternative land?

AG- On the land which we have purchased as well as in and around the Airport site. There are further opportunities to enhance foraging/roosting habitat by adapting trees/hedgerows such as those along Cooks Bridle Path and with trees which are retained on the South side of the Airport.

JP- NSC agricultural show moving locations, Winford PC are objecting to it as concerns about the traffic on bank holiday weekend in May next year. Feels it will also cause issues to the Airport. She requests that the Airport also object to the new site location with NSC.

REPORTS FOR INFORMATION AND QUESTIONS

11. Statistics

(a) Passenger

(b) Aircraft movements

(c) Flyer volumes

12. Reports:

-Bristol Airport Local Community Fund - No minutes available due to a Local Authority Councillor not turning up without advance notice meaning the meeting was not quorate.

-Transport Forum - No meeting since the last ACC.

-Bristol Airport Environmental Effects Work Party - minutes from Thursday 17th September 2026

The minutes were circulated for information prior to the meeting.

13. Items of General Interest

None

14. Notification of Items of Business for the next agenda

None

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

None

Bristol Airport

Airspace Change Proposal (ACP)



Paul Douglas

Airspace Change
Proposal Specialist
NATS

Steve O'Donoghue

General Manager
Air Traffic Services Bristol
NATS

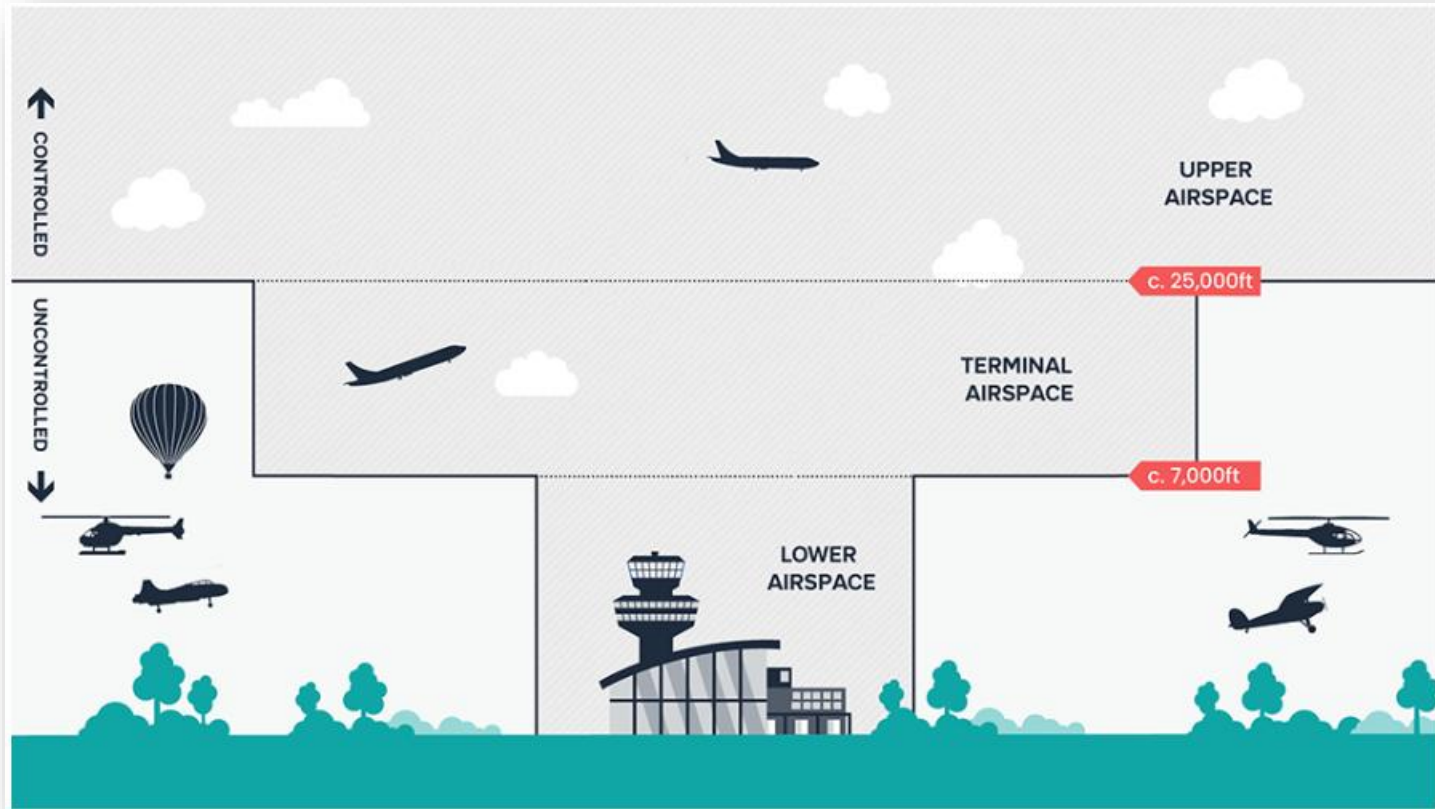
Modernising UK airspace

- The UK's airspace is being upgraded as part of the **UK Government's Airspace Modernisation Strategy**.
- Many airports across the UK are undertaking airspace changes to modernise arrival and departure routes below 7,000ft.
- NATS, the UK's licensed Air Navigation Service Provider for en-route air traffic operations, is upgrading the route network that sits above 7,000ft.

The UK Government's Airspace Modernisation Strategy aims to:

- Improve safety for all users
- Reduce carbon emissions
- Make commercial aviation more efficient and resilient
- Safely integrate the full potential of new aviation technology such as drones
- Ensure we remain at the forefront of the aviation sector – not just improving how we use airspace today, but ensuring we are a front-runner for the technology of tomorrow

Modernising UK airspace

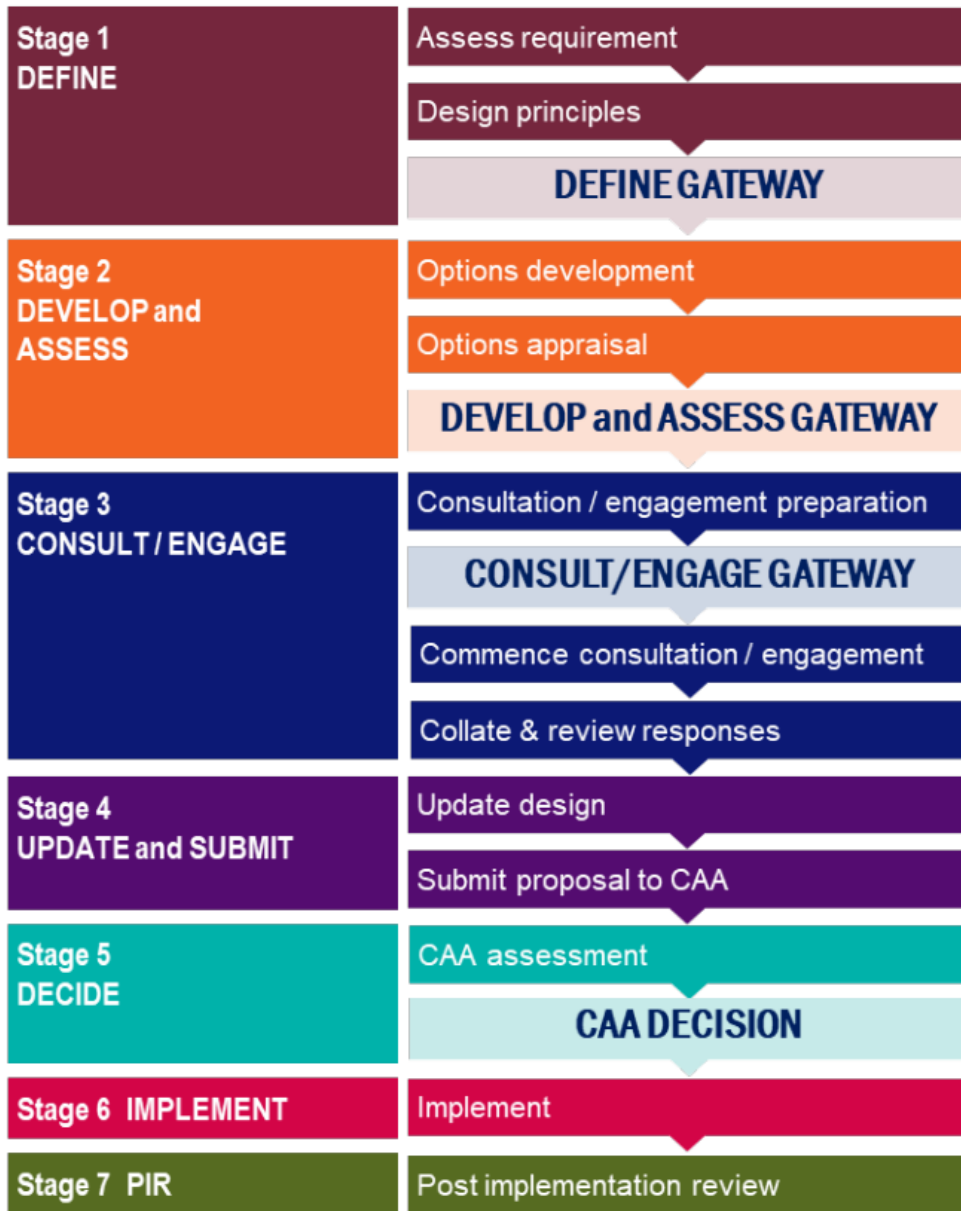


Airspace layer	Altitude range	Used by
Upper	25,000 feet (ft) to 46,000ft	Large commercial aircraft
Middle	7,500ft to 24,500ft	Smaller commercial aircraft on short flights or larger ones ascending or descending
Lower	Up to 7,000ft	Commercial aircraft directly around airports to take off and land, or by general aviation (GA) in uncontrolled airspace



The UK's airspace is one of the most complex in the world, but its basic design has not changed significantly in 70 years, despite great technological advances.

Airspace Change Process CAP1616



← We are here

Bristol Airport – objectives

- Bristol Airport submitted a formal Statement of Need to the CAA in late 2018. It outlined what Bristol Airport seeks to achieve from an airspace change including:
 - Reduce noise impacts of flight paths over populated areas
 - Reduce emissions and the environmental impact of flights
 - Change where Bristol Airport's main holding procedure is located
 - Make use of the latest satellite based navigation specification
- In late 2019, Bristol Airport engaged stakeholders, including parish councils and interested groups, on a set of draft Design Principles which outline the objectives of the ACP eg, safety and environmental and to gain feedback
- As a result of the differing feedback received for noise management, Bristol Airport created a number of additional Design Principles covering the different mitigation techniques

Design Principles

Category	Design Principle and Priority
Safety	DP1) Must maintain and where possible, enhance safety standards (A)
Policy	DP2) Must accord with the CAA's published Airspace Modernisation Strategy (CAP 1711) and any current or future plans associated with it (A)
Regulation	DP3) Must be compliant with all relevant laws and regulations (A)
Technical	DP4) Must maximise efficiency by using modern navigation technology (A)
Operational	DP5) Must provide sufficient capacity to support future demand (A)
Environmental	DP6) Should minimise fuel burn and CO ₂ emissions per flight as far as possible (A)
Environmental	DP7) Should use noise-efficient operational practices to minimise the impact of aircraft noise on the local community and stakeholders (A)
Operational	DP8) Should maintain or enhance operational resilience of the Air Traffic Control network (B)
Technical	DP9) Should minimise impact on other airspace users
Technical	DP10) Should minimise controlled airspace (CAS) and impact on adjacent aerodrome and airfields (B)

"Avoid populated areas – sympathetic towards local residents"

"Share noise impact through dispersing routes"

"Fly over fields, not towns"

"No new people being overflown"

"Minimising environmental impacts should be a priority"

Noise Mitigation Design Principles

DP11) Minimise the number of people newly overflown (c)

DP12) Maximise sharing through predictable respite routes (b)

DP13) Avoid overflying communities with multiple routes, including from other airports (c)

DP14) Maximise sharing through managed dispersal (c)

DP15) Minimise the total population overflown (b)

Background

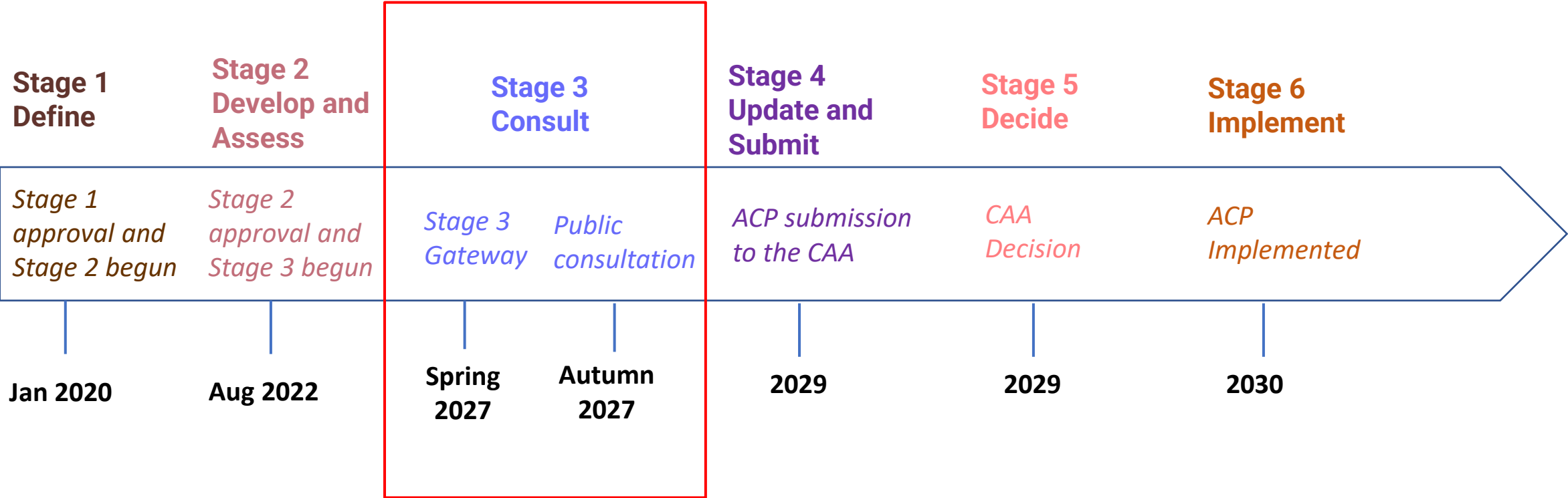
Stage 1 Define Gateway passed in December 2019

- Stage 1B Design Principles outlined the safety, regulatory, environmental and objectives of the airspace change
- Specific Design Principles included enhancing safety standards, providing sufficient capacity and minimising environmental impacts

Stage 2 Develop & Assess Gateway passed in August 2022

- Established a set of high-level design concepts for Bristol Airport's future Hold, departure and arrival options
- Design Principle Evaluation and Initials Options Appraisal
- Qualitative assessment against the Design Principles and potential impacts including economic, environmental and impact on other airspace users
- This process discounted several design options

Indicative Timeline



Stage 3 Consult – In Progress

- Detailed design work on viable departures, arrivals and Hold options, not in the overhead, including transitions
- Working in conjunction with NATS (NERL) within the Future Airspace Strategy Implementation (FASI) programme (West)
- Technical design workshops, analytics input and simulation activities have progressed the design options
- Alongside input from relevant aviation stakeholders, including neighbouring airspace users, NERL, Cardiff Airport and the MoD

Bristol Airport's future growth

- Bristol Airport submitted plans this year to increase capacity from 12 million passengers per annum to 15 million, which is expected to be reached by the late 2030s
- While this ACP includes a design priority associated with capacity, there are other benefits for progressing this airspace change
- The Airspace Modernisation Strategy programme supports airports beyond Heathrow to make best use of their runways, contributing to the maximisation of the UK's overall aviation capacity
- The process for Bristol Airport's Airspace Change Proposal will continue and is not subject to the 15mppa planning application being determined

Next Steps

- Finalise designs to take into consultation for stakeholder feedback
- Complete all relevant documentation for CAA review at Stage 3 gateway
- Prepare for public consultation in Autumn 2027

Find out more by subscribing to the CAA Airspace Change Portal

<https://airspacechange.caa.co.uk/>

Thank You



Overview for Bristol ACC

Tony Welch – October 2026

We are a business leadership and support organisation

Driving long-term prosperity for businesses and our region.

15,000

Businesses
Supported

170

Employees

200+

Years'
Experience



Help individual businesses succeed

- ▶ We deliver the **Innovate UK Business Growth** service in the South West
- ▶ We are a **leading international trade services provider**
- ▶ We **design and deliver** SME support programmes



Convene business communities

- ▶ We run **4 Chambers of Commerce**, and **Initiative West**
- ▶ We helped establish **Hydrogen South West**, **Nuclear South West**
- ▶ We host **events** and **workspaces**



Build evidence and influence change

- ▶ We help **secure investment** in our region
- ▶ We run **4 Local Skills Improvement Plans (LSIPs)**
- ▶ **Futures West** makes the case for public and private investment into our region



Innovate UK Business Growth

- ◀ We run the Innovate UK contract in the South-West funded by DBIST
- ◀ We support innovative SME businesses to grow and scale
 - ◀ Commercial Strategy
 - ◀ Funding and Finance
 - ◀ Internationalisation
- ◀ My focus is the aerospace sector and sustainable fuels



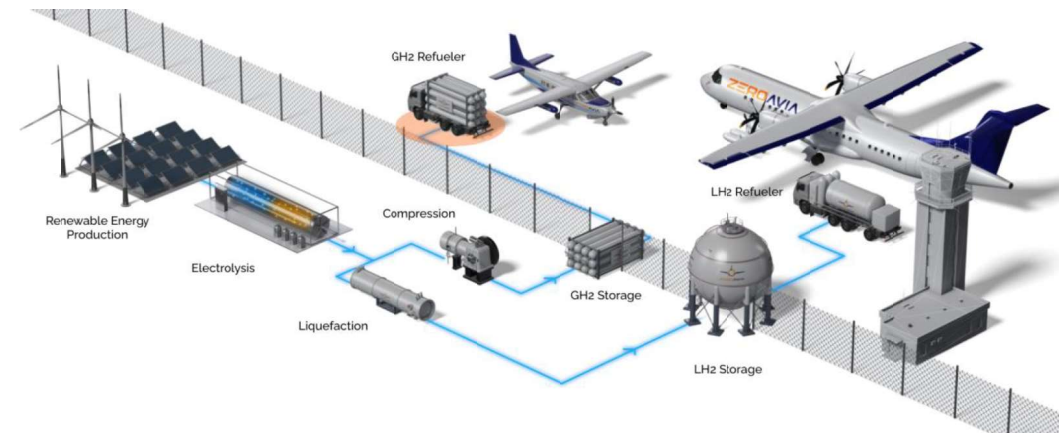
CHOSAN Zero Emission Flight Demonstration – IUK funded

- ◀ Consortium of 5 companies will develop and validate liquid hydrogen-powered aviation
- ◀ Unique engine can run on kerosene or hydrogen H₂
- ◀ Flight operations based at Bristol Airport
- ◀ UK demonstration tour and finishing at the 2028 Farnborough International Airshow



HyPRIME – Hydrogen Propulsion Refuelling Infrastructure Mobile Ecosystem – IUK funded

- ▶ Project will develop and demonstrate an 18,000-litre mobile liquid hydrogen refuelling system
- ▶ Demonstration at ZeroAvia's Liquid Hydrogen Test Centre at Cotswold Airport
- ▶ Bristol Airport will lead on the Concept of Operations, Techno-Economics and Impact Analysis



Bristol Airport Liquid Hydrogen Supply Assurance and Architecture Study – Equilibrion – IUK

- ◀ How liquid hydrogen can be supplied, stored, and managed at Bristol Airport to support future zero-emission aircraft operations
- ◀ How hydrogen could move through the complete airport fuel supply chain
- ◀ Airport infrastructure required for commercial operation



ACT – new innovative low-profile wind turbines

- ◀ Bristol Airport's Aviation Carbon Transition fund is financing a study with Seamach on energy production and technical feasibility
- ◀ Designed for airport environments to generate renewable energy
- ◀ Uses a venturi to accelerate air through the rotors

