

**AGREED MINUTES OF THE MEETING HELD ON 19th JANUARY 2022 OF THE BRISTOL AIRPORT
CONSULTATIVE COMMITTEE
HELD USING MICROSOFT TEAMS**

Meeting commenced: 1.30pm

Meeting concluded: 3.30pm

Present:

Barry Hamblin	Chairman
Ian Porter	Vice Chairman
Dave Lees	Chief Executive of Bristol Airport
Robert Durie	GWE Business West
Wendy Walker	Passenger interests /ABTA/ATOL
Richard Capps	TUC, Bristol and South West Region
Councillor Karen Warrington	Bath and North East Somerset Council
Councillor Steve Hogg	North Somerset Council
Councillor Gill Patch	Winford Parish Council
Councillor Joachim Steinbach	Wrington Parish Council
Councillor Roy Hill	Chew Valley Cluster of Parishes
Councillor Paul Goggin	Bristol City Council
Councillor Hilary Burn	Cleeve Parish Council
Councillor Laurie Vaughn	Wrington Parish Council
John Savage	Visit West
Carl Symonds	Airlines operating from the Airport
Liz Higgins	Planning Manager, Bristol Airport
Neil Bromwich	CBI

Also in attendance:-

Simon Earles,	Planning and Sustainability Director, Bristol Airport
Jacqui Mills,	Public Relations Manager, Bristol Airport



Harry Ellis	Corporate Affairs Executive
Graeme Gamble	Chief Operating Officer
Rachael Hodges	Airport Police Unit, Bristol Airport
James Cox	Public Affairs Manager, Bristol Airport
Alicia Fox	Secretary
Helen Tustin	Chair ACC, Cardiff
Richard Bartlett	Chair ACC, Exeter
Sally Webster	Exeter ACC
David Harvey	Exeter ACC
Mark Swan	ACOG

2 members of the public.

3034. Presentation from Mark Swan (MS)- Head of ACOG

MS gave a brief history of his background and why he wanted to work with ACOG.

Presentation from MS can be seen in Appendix 1

Questions:

Jackie Head- What will the public engagement process look like?

MS- still working out what it will look like, we need to be careful not become overwhelmed. Seeing if we can get federated views from ACCs. There will be a website of some kind where people can input comments, focus groups, consultative committees and other innovative ways to engage.

DH- If there is a conflict who will make the decision?

MS- ACOG will try and resolve conflicts and can use a steering committee. If it cannot be resolved with the ACOG it would go to DfT then Secretary of State.

HB- Concerns of taking on views of ACC's as she does not believe you will get a true reflection of the majority views of member of public.

MS- Understands these concerns and would not use only the ACC as the way to gather evidence it would be one of the tools.

Barbara Hartland- Unsure of other people who are aware of this review, you need to use innovative ways to engage general public with best practice.

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MS- Gave the example of Nav Canada as a very good case study of best practice. Public engagement process is not a public consultation but it will provide commentary on the CAP 1616.

Chairman thanked MS for his presentation and MS left the meeting.

Presentation from Hilary Burn- Cleeve Parish Council

Presentation from HB can be found in Appendix 2

The presentation was paused by the Chair as he questioned why the PCAA was being mentioned.

Questions

JSt- Agrees with comments made in HB's presentation offers his full support

HB- highlighted that the DfT survey should have been included on the agenda and asked why this was not done.

RB- DfT has reviewed the survey, RB asked DfT to produce a hard copy of the questionnaire and was informed it had been updated. The new version will be sent to ACC's imminently.

BH- Also addressed HB's comment and said that the document which was produced by DfT would be covered under items of general interest as cannot work with current document.

3035. Public Participation

Questions from members of the public and responses which were circulated prior to the meeting can be found in appendix 3.

BH- Thanked the airport for the prompt response. Still unclear about how the public will be consulted on the CAP16. With the initial stage of the CAP1616 procedure the airport produced a really good presentation through this committee however BH does not understand how she can be involved in the next stage.

JM- We will be consulting in the usual manner and will reach out through this committee.

JH- Thanked airport for the answers provided and requested her follow up questions were responded to at the airport's earliest convenience.

DL- Stated that the figures JH had asked for had not flexed a huge amount between mid 50-60's mark. So wanted to understand why the request for a monthly breakdown.

JH- Said her aim was to put side by side percentage of flight numbers for 2019 and percentage of furloughed staff so she can perform some analysis.

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DL- Confirmed a response for the flight numbers will be sent to JH.

JM- Resident in Cleeve found a local tag on their land which has been identified as from an Airbus. This has been logged and reported through the appropriate channels. No further action is necessary on this subject.

HB- Spoke to resident today, he was told it was reported to another organisation. He is awaiting a formal response.

JM- will follow up, but as he raised it with the CAA, Bristol Airport cannot get involved with the CAA on the matter.

3036. Apologies for Absence

Councillor John Sleight	Backwell Parish Council
James Shearman	Head of Sustainability, Bristol Airport
Christian Gresswell	Inspector, Bristol Airport

3037. Declarations of Interest for Local Authority Elected Members - none

Resolved: the days and times for the meetings were confirmed.

3038. Minutes – 20th October 2021 (previously circulated)

a) Confirmation of Accuracy Resolved: that the minutes of the meeting held on 20th October 2021 be confirmed as a correct record and be signed by the Chairman.

b) Matters Arising-

HB- Unhappy with response to question submitted to the October meeting. HB finds it very disappointing Bristol Airport will not change its working practice to stop split load factors.

DL- Split load, during the Covid 19 crisis there were restrictions which came into place in some occasions with only a few hours' notice. As a result of this rather than a flight departing for a flight in Europe and a flight flying almost empty from Bristol to the same location it was the airline company's decision to combine the two.

This is a result of Covid and hopefully now as we start to come out of the current situation, we will see those split flights disappear.

3039. Chief Executive Officer Report



Omicron variant which was detected in late November has left Bristol Airport facing another period of uncertainty like many other businesses. Passenger numbers had started to perform well in September-November but with new travel restrictions within the UK and European Governments meant many families were not able to unite over Christmas.

DL said he was delighted and very proud that Bristol Airports operations were independently accredited as being carbon neutral in December. This is a major step forward to us achieving net zero operations by 2030.

At Bristol Airport we have seen a world first ultra-low emissions aircraft turnaround trial in partnership with easyJet and others, initially showing a 97% reduction in CO2 emissions compared to using standard equipment.

Operational update

Passenger numbers recovered through Autumn reaching around 60% of our 2019 levels. Retail units in the terminal have continued to reopen with prominent Burger King facility now reopened and agreement being reached on a replacement currency exchange in early 2022.

Costs to Drop and Go carpark have been increased from £4 to £5 for a ten-minute stay, this was a commercial decision to reduce financial losses suffered during the pandemic and brings our pricing in line with other airports. An alternative to this car park is the short stay and pick up which is opposite the terminal building, this allows a twenty minute wait time for £5.

Airlines have announced new destination routes, such as EasyJet, Jet2 and Emerald Airlines.

Sustainability

Just before Christmas it was confirmed that Bristol Airports operations have been independently accredited as carbon neutral by the Airports Council International (ACI). This recognises and certifies that we have mapped, calculated, reduced, optimised and where necessary offset carbon dioxide emissions. It covers the aircraft ground movements, transportation access to the airport, electricity and fuel consumption.

Decarbonising ground operations took a step closer through our ultra-low emissions trial, which organised as part of our sustainability partnership with easyJet. Using electronic vehicles and electric ground power units on two of our stands initial results from the trial show a reduction of 97% CO2 emissions compared to existing diesel equipment. Results and next steps will be announced in the next few weeks.

Blue Islands joined LoganAir and Jet2 offset carbon emissions from flight fuel by introducing a passenger charge to fund rewilding projects.

Net zero flight remains the ultimate aim and Bristol Airport have led in the founding of South West Hydrogen Ecosystem Partnership (SWHEP) a grouping of companies and organisations that aims to develop the production, transport, storage and use of hydrogen and other new fuels in the region.



South West is home to a unique cluster of aerospace companies. SWHEP's vision for aerospace is drive the initial development of hydrogen infrastructure and skills in the South West, creating an ecosystem that provides opportunities for all business and communities.

Community

Having reviewed payments made in 2021 we've calculated that the Local Community Fund made grants totalling £160,000 last year. In total 59 individual grants were made ranging from £600 to £10,000, providing play areas, sports equipment and supporting nature conservation in the parishes surrounding the airport.

Noise Insulation Scheme which is part of the fund made grants to 39 individual residents new window installation totalling over £89,000.

JP- Raised concerns as to why the bus stop was removed.

DL- It takes 2.5 minutes to get to the car hire where there are toilets and vending machines and can wait inside. If demand comes back the bus stop will be reinstated.

RC- Passenger travel to and from the airport- having the bus service from Weston. Need to move more towards using public transport rather than hiring private vehicles. Need to work towards incentives and disincentives for encouraging the correct behavior from passenger.

DL- Weston Flyer will be reinstated but we do not want to put on services that are not being used. If passenger demand it gives more confidence in making the right informed decisions.

WW- Difficult for travel agents to tell customers they should get the train and bus to get to the airport although they will keep trying. Many customers are worried about using public transport with the risk of catching Covid. Wanted congratulate the airport on the creation of the sensory room.

BH- Is the Hydrogen made locally?

SE- No it is not but we are trying to create a roadmap for the production.

BH- What colour Hydrogen will it be?

SE- Long term aim is green Hydrogen but in shorter term will most likely be blue initially.

PG- Are there any hydrogen powered air taxis?

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SE- Future of flight- vertical aerospace manufacturer of the vehicles and they have applied a bid for the next stage (stage 3).

3040. Questions to Airport Management

None

3041. Planning Update

LH advised there are no planning applications expected to be submitted for the next quarter. Looking at more solar PV locations on the site, when they have more information will bring it back to the committee.

HB asked whether the electricity generated from the solar panels was to be used outside the Airport for commercial use or for onsite energy needs.

Response- The electricity generated is to be used on site.

The appeal has now ended and we await the decision in due course.

RC- Do you have ideas where you would look to put Solar PV?

LH- We will be reviewing all possible locations and sites.

3042.

REPORTS FOR INFORMATION AND QUESTIONS

HB- Load factors for 2021 were low.

DL- it is correct to raise it, it is a reflection of travel restrictions.

3043. Statistics (report attached)

(a) Passenger

(b) Aircraft movements

(c) Flyer volumes

These were noted by the committee.

3044.Reports:

- Draft Minutes – Environmental Effects Working Party and Environmental Monitoring Report (on website)
- Bristol Airport Local Community Fund (on website) £170,000 gone into the fund for this year. Meeting with Winford Parish Council to discuss parking although this action needs to be taken by NSC.
- Press releases link was attached to the agenda.



- Transport Forum minutes (circulated in final pack).
HB-

These were noted by the committee.

3045. Items of General Interest

SE- New bus route 54/55 which goes through Clevedon, Yatton and Cleeve.

BH- gave an update following the UKACC meeting.

BH and AF attended the UKACCs conference in November 2021 and a report was produced. Conference expressed regret at the demise of the Independent Commission on Civil Aviation Noise (ICCAN) and this concern was passed to the DfT.

The DfT indicated that the work and the responsibilities of ICCAN would be distributed between DfT, the CAA and possibly, ACCs.

We have since received an email explaining that the CAA would be setting up an Environmental Sustainability Panel and it would cover some of ICCAN's responsibility on noise. After the conference BH produced a paper promoting the proposal by ICCAN that when a property near an airfield is sold the searches by the purchaser's conveyancer should include the location of the property in the airfield's noise footprint and details any sound insulation grants which may be available.

This is being considered by UKACCs.

The DfT has also indicated that the guidelines for ACCs would be reviewed and has sent out some documentation on this matter. Unfortunately the pdf format of the documents does not permit questions to be answered and a revised format is being prepared. The Department for Environment, Food and Rural Affairs has published a consultation on Biodiversity Net Gain.

Also provided information on how people looking to purchase a house can review how they will be impacted by the airport.

DfT Survey- this document will be shared and the ACC will be consulted on the response once it has been circulated

3046. Notification of Items of Business for the Next Agenda

None

3047 . Any other business which the Chairman deems to be urgent

PG- When will in person meetings be starting?

BH- Had hoped for a hybrid meeting but with the Omicron case increase we felt it needed to be held virtually but hopefully soon we can go back to hybrid for April.



RB- UKACCS received a copy of the DfT survey so it will be able to be circulated soon responses can then be gathered and sent back to the Chair. Held a physical meeting and obtained a very low attendance to the higher age of their members, virtual meetings proved to be favoured.

SE- Future meetings, would there be a preference for the Hydrogen presentation.

HB- Can members please see DfT response prior to it being sent to the DfT. Can an update on how 5G may affect Bristol Airport and the locality.

RB- 5G is reportedly interfering with the take off and landing of aircrafts.

HB asked for a presenetation on 5G to be given to the committee.

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