

**DRAFT MINUTES OF THE MEETING OF THE BRISTOL AIRPORT CONSULTATIVE COMMITTEE**

**HELD USING MICROSOFT TEAMS ON 14TH JULY 2021**

Meeting commenced: 2.30pm

Meeting concluded: 3.55pm

**Present:**

Barry Hamblin	Chairman
Ian Porter	Vice Chairman
Dave Lees	Chief Executive of Bristol Airport
Neil Bromwich	CBI
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 Paul Goggin	Bristol City Council
Councillor Steve Hogg	North Somerset Council
Councillor Hilary Burn	Cleeve Parish Council
Councillor Gill Patch	Winford Parish Council
Councillor Joachim Steinbach	Wrington Parish Council
Councillor John Sleight	Backwell Parish Council
Councillor Roy Hill	Chew Valley Cluster of Parishes
John Savage	Visit West

Also in attendance:-

Simon Earles,	Planning and Sustainability Director, Bristol Airport
Jacqui Mills,	Public Relations Manager, Bristol Airport
James Cox	Public Affairs Manager, Bristol Airport
James Richmond	Leader of the Future of Flight, Atkins
Alicia Fox	Secretary



2 members of the public.

Chairman Baz Hamblin welcomed the two new members to the to committee- Cllr Paul Goggin from Bristol City Council and John Savage from Visit West.

### **2099. Presentation from James Richmond- Leader of the Future of Flight Consortium**

This agenda item was moved to allow for members of the public to ask questions.

#### **Changing world;**

#### **Key transformation Drivers-**

- Climate change/ net zero
- Everything connected
- Unprecedented urban growth

#### **Key transformation enablers:**

- **Electrification of propulsion systems**
- **Increasing levels of automation/autonomy**
- **Advancing communications**
- **Emerging business models**
- **Adapting certification models**

#### **Future of Flight Challenge (FFC):**

- This challenge aims to revolutionise the way people, goods and services fly and position the UK as a world leader in aviation products and markets worth over \$675 billion (£559bn) to 2050.
- The Future Flight programme is funded by £125 million from the Industrial Strategy Challenge Fund which is expected to be matched by industry
- Focus on enabling and developing the wider system and not specific product development

#### **Project Objectives**

- Assess the feasibility and development of a novel transport ecosystem, using the South West as a testbed, with the aim to demonstrate air taxi services by 2024
- Create a demonstration environment in Bristol to shape the future of UAM and supporting technologies in a unique rural and urban setting, inside controlled airspace.
- Develop an operational framework, creating public engagement and market interest and evaluating potential integration and demand with wider transportation systems.

#### **The role of the airport:**

#### **Key objectives:**



- Insight into real integration challenges
- A representative arena for demonstration/use case testing
- Providing a 'living lab' approach for key technologies

### Key attributes

- Linked into aerospace cluster
- Focus on technological innovation
- Ambition to lead sector in green growth

Following the presentation JR then played a video about Vertical Aerospace.

Stephen Fitzpatrick was talking on the video about vertical aerospace and how science and engineering is allowing us to switch from fossil fuels to electrification of flight. The VA-X4 has a zero carbon footprint. Rolls Royce are supplying the electrical power system for the VA-X4 and Honeywell are also heavily involved who have a huge aeronautical experience.

Questions:

KW- Is there a target date for the implementation of these air taxis?

JR- The VA-X4 is on the cusp of being signed off, they will be demonstrated in skies in 2024 and will be scaled up by 2030 in more cities. Los Angeles and some cities in Texas are expecting to have full services set up by 2025. Need to ensure the technology is scaled in at a sustainable and affordable way.

KW- Do you have a target date for electrified international travel to be zero carbon footprint?

JR- Feasibility for electrified aircrafts are suitable for around 9-12 passenger, larger plans such as EasyJet size would be looking at 2030, however in the mean time will be looking into sustainable fuels.

Member of the public- When will the project engage with local communities? Height, volume, frequency etc these issues impact use and need to be discussed. The VA-X4 may have a zero carbon footprint but does that mean the whole production is also 100% Carbon neutral?

JR- The supply chain needs to be considered and we need to challenge ourselves to ensure that the batteries are created sustainably and are carbon neutral. It was important when we launched the project that stakeholder and public engagement took place. A series of workshops, focus groups and events are aiming to start early 2022.

HB- Will there be any form of flight paths? HB expressed concerns regarding the biodiversity of the woodland and other areas.

JR- There will be prescribed corridors for the services, height would be around 1000 feet, the aim of the project is to consider all of these issues and we do not want it to have any detrimental impact on the ecosystem.

GP- What range are vehicles looking at?



JR- aiming for 100miles, particularly in countries such as Germany they would be used for connectivity to airports

### **3000. Public Participation**

JH- The minutes were requested to be made public prior to the next meeting; however, this has not happened.

BH- Confirmed that in the April meeting it was agreed the constitution would be changed to allow the minutes to be released early, however it needs to be voted in formally in this meeting.

JH- Could the makeup of the committee consider having a critical friend to ask questions on biodiversity, carbon emissions and other challenges.

BH- we are considering and listening to feedback to develop the committee.

### **3001. Appointment of Chairman-**

Barry Hamblin (Under the constitution, the Chairman had previously been elected for a three-year period (2019-22) The vote was carried out by an advanced notice and the Chairman was appointed.

There were 3 against, 7 in favour and 3 abstentions.

**Resolved: that Barry Hamblin be appointed as Chairman for the period 2021-2022.**

### **3002. Membership of the Committee 2021/22**

An updated membership list had been circulated in advance of the meeting with other supporting documentation.

**Resolved: The membership list was reviewed and agreed it was accurate.**

### **3003. Apologies for Absence**

Jane Harrision NSC- Head of Economy Development

James Shearman Head of Sustainability, Bristol Airport

Liz Higgins Planning Manager, Bristol Airport

Christian Gresswell Inspector, Bristol Airport

### **3004. Declarations of Interest for Local Authority Elected Members - none**

**3005. Election of Vice-Chairman for 2021/22-** Ian Porter There was an advanced notice and vote for the Vice Chairman.

There were 3 against, 7 in favour and 3 abstentions.

**Resolved: Vice-Chairman Ian Porter was re-elected for 2021/22**

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**3006. Appointment of Secretary for 2021/22-** Alicia Fox There was an advanced notice and vote for the appointment of secretary.

There were 10 in favour and 3 abstentions.

**Resolved: Alicia Fox would be secretary for 2021/22**

### **3007. Constitution**

The members discussed the constitution which had been circulated prior to the meeting and included the amendments agreed at the April meeting.

There were 9 votes in favour of the amended constitution and 1 vote against

**Resolved: that the constitution be approved, as circulated.**

BH highlights that paragraph 8 assumes physical meetings, propose an amendment be raised in the October 2021 meeting to cover voting at future hybrid meetings with live and virtual attendees.

JSt- summarised the email shared between the UKACC secretary and the Chairman regarding the membership of a non-elected NSC officer. JSt requests the email is circulated to all ACC members.

BH – UKACCs have asked ACCs not to distribute the emails they receive from UKACCs unless it is specifically authorized and the release of this email has not been authorized by UKACCs.

JSt- Wrington PC are once again requesting the matter of the North Somerset Officer is revisited as they believe it is illegal to have a non-elected local authority sitting on the committee. Officers are not answerable to their electorate and should not have a place in this democratically elected committee.

BH- Highlighted that UKACCs was specifically asked if ACC membership by a local council officer was legal and UKACCs confirmed that it was legal. JH is on the committee as she has a valued role, gives good advice and passes relevant information about the airport to NSC and local businesses. This was explained to the committee at the last meeting and JH was voted in as a member of the ACC.

SH- JSt question should be treated with more respect. SH suggests he picks it up at a senior level at NSC and will come back to the Committee.

### **3008. Dates and Times of meetings of the Consultative Committee for 2020/21**

Meetings as follows: 2.30pm to be held in the Bristol Room, Bristol Airport (BA) on the under-mentioned dates:

Wednesday 20th October 2021

Wednesday 19th January 2022

Wednesday 20th April 2022

Wednesday 13th July 2022 AGM

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

**3009. Minutes – 21<sup>st</sup> April 2021 (previously circulated)**

a) Confirmation of Accuracy Resolved: that the minutes of the meeting held on 21<sup>st</sup> April 2021 be confirmed as a correct record and be signed by the Chairman.

b) Matters Arising- None

**3010. Chief Executive Officer Report**

Unfortunately, for aviation and the travel sector as a whole, the ongoing COVID-19 restrictions have made the start to the summer season a challenging one. With many travel sector colleagues having been on furlough since the pandemic began 15 months ago, frustrations culminated in an unprecedented 'Day of Action' on 23rd June.

Employees and businesses from across the aviation and travel industries – airlines, airports, tour operators, travel agents, suppliers and partners – came together to raise awareness of the challenges facing the sector and to ask the UK Government to reinstate a risk-managed approach around a safe return to international travel in time for the peak summer period.

BA supported the Day of Action with an event at the airport, which was reported on by national and local media. Cabin crew, pilots, ground team and many others came together – demonstrating the breadth and number of jobs that Bristol Airport provides. More positively, there is clearly a pent-up demand for travel, not only from passengers wanting to go on a much-earned break but from family and friends that have been separated for over a year and can now see that a reunion will soon be possible.

DL was particularly proud to announce BA's intention to be the UK's first net zero airport and that it will achieve carbon neutrality this year, four years ahead of target. The airport is also proposing to act on the emissions they do not directly control, including surface access, and have introduced a new innovation fund to support the decarbonisation of aviation.

**Recovery and operational update**

The airport returned more to a more 'normal' status during May, with the Airport fully operational 24 hours per day and facilities such as SOHO café and the first-floor departure lounge reopening, making travel more pleasurable for passengers. Encouraging passengers to travel by public transport is important, so it was good to see the A1 Bristol Flyer re-commencing its service, offering up to a 20-minute frequency. The route has been temporarily updated to connect the Airport with Bristol Bus Station and the more densely populated areas in between, so they can serve as many passengers and staff as possible.

Jet2.com and Jet2holidays were welcomed to Bristol Airport, with an inaugural flight to Palma. The creation of their new UK operating base at Bristol Airport will create around 200 new jobs in the local area, a much needed boost following the pandemic.

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## **Sustainability**

On Friday 25th June, the airport hosted a Future of Flight event at the airport to announce their aim to be the UK's first net zero airport. A small number of speakers were welcomed in person, including the Mayor of Bristol Marvin Rees, Councillor Toby Savage, Leader of South Gloucestershire Council, and Michael Cervenka, President of Vertical Aerospace. Delegates also joined watching online

The airport are taking a leadership position in the industry and publicly stated for the first time their aim to be the UK's first net zero airport by 2030, 20 years ahead of the Government target date. Achieving net zero will require creating a net zero airfield, net zero buildings, and operating a net zero fleet of vehicles. This transformation is ambitious and the sustainability and carbon plans are an integral part of the growth proposals. Sustainable growth will provide the financial headroom to move further and faster towards decarbonised aviation. At the Future of Flight event, guests heard from Vertical Aerospace about their new electric aircraft. A consortium led by Atkins (of which Bristol Airport is a participant) is exploring the feasibility of air taxi services in the West of England using eVTOL (electric vertical take-off and landing) aircraft. The project aims to create a blueprint for complex physical and digital infrastructure required and one that can be used by many to revolutionise transportation in a sustainable way. Alongside partners, BA want the first flight to take off from Bristol Airport in the coming months. The airport will act as a testbed for technology and is already funding innovation directly. Bristol Airports Aviation Carbon Transition (ACT) programme has made funding of £250k available in 2021 to support sustainable aviation fuel and other sustainable flight solutions, and is open to any organisation based in the region.

## **Sector collaboration**

Decarbonising aviation is a global challenge and, obviously, not one that can be solved by a regional airport alone. However, this region's unique cluster of aerospace companies means that there is an opportunity to punch above their weight, playing a part in moving the sector to net zero, securing the future of the sector, and delivering thousands of new green jobs. In late April, BA (virtually) brought together aviation and aerospace industry leaders from across the South West to discuss how they would work together to support the sector's transition to net zero and set out joint commitments for the coming years. Attendees of the event included representatives from a number of organisations including Rolls Royce, Airbus, easyJet, GKN, Atkins, Vertical Aerospace, Universal Hydrogen, and Wood. DL was delighted to welcome the new CEO of the UK Government's Jet Zero Council, Emma Gilthorpe, to speak at the event. The meeting was the first step in working together more closely, with a joint commitment agreed to drive the development and adoption of zero emissions technologies across the whole aerospace and aviation industry in the South West and beyond. This will involve cross-sector collaboration and innovation that will help deliver the UK's sustainable aviation ambitions and enable the UK to build back better from the pandemic, driving recovery and job creation across the region and the country.

## **Restart of airspace change**



Funding has been made available through the Government for 20 airports to start looking at their airspace changes.

### **Annual Monitoring Report**

Delayed with producing this but hope to bring to the committee very shortly.

JSt- arrival of Jet2 does the opposite to the carbon emissions targets

DL- we do incentivize fleet providers to use newer, greener airplanes. We want to be at the forefront of the new technology and push to have the first carbon footprint free flight from Bristol.

RC- reducing carbon footprint relies on people using public transport, however some bus routes are reducing.

DL- a short term rationalization due to the current climate. Consolidated A1 and A2 to maximize efficiency for both staff and passengers. A3 temporarily suspended due to reduced passengers.

SE- new bus service has commenced between Clevedon and Bristol Airport.

### **3011. Policing at the airport**

As operations begin to pick up the policing team are focused on supporting the airport in providing a safe and secure environment to an increasing number of passengers and staff. Although there have been incidents of criminality and disruptive passengers over the past 3 months, these incidents have remained low. The current terrorism threat level to the UK is assessed as substantial – an attack is likely. Project Servator is a national policing tactic that looks to deter and detect all levels of criminality, including that of terrorist activity, in and around significant sites or events. Specially trained officers are able to use the tactic and all of the uniformed team here at the airport are trained and well experienced in using the tactics. A number of deployments were assessed throughout the assessment day and although awaiting feedback we are confident in the team's delivery of this very effective and important policing tactic.

Working with the airport and business partners the police have been looking to ensure that BA are well placed to best deal with disruptive passengers, either in the terminal, departure gates or on-board aircraft. Passengers can become disruptive for a variety of reasons and can significantly affect operations and indeed safety. The team have some aircraft specific training arranged for the end of July to practice skills in dealing with incidents on board aircraft safely and effectively. Along with Project Servator and disruptive passengers, the 3rd area of focus is currently around the potential for protest activity, especially in light of the upcoming expansion appeal process that will soon begin.

The policing approach to protest activity will always be to facilitate peaceful and lawful activity but there is often a fine line which when crossed can easily lead to criminality. The approach continues to be based on engagement, communication and planning. This is an approach which has worked well in recent times and again confident that this is the correct approach to mitigate any potential risk to operations and safety here at the airport.

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### **3012. Questions to Airport Management**

None

### **3013. Planning Update**

New canopy to the entrance of the terminal for Jet2 passengers has been approved.

### **3014. Appointment of Representative to serve on the Airport's Transport Forum 2021/22**

Vice Chairman Porter was currently the representative on this Forum and had indicated he would be willing to continue in this role. No further nominations were received.

There were 3 against, 7 in favour and 3 abstentions.

**Resolved: that Vice Chairman Porter be elected as the representative on this Forum for 2021/22.**

### **REPORTS FOR INFORMATION AND QUESTIONS**

#### **3015. Statistics (report attached)**

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

These were noted by the committee.

#### **3016.Reports:**

- Draft Minutes – Environmental Effects Working Party and Environmental Monitoring Report (on website)
- Bristol Airport Local Community Fund (on website)
- Press releases link was attached to the agenda.

These were noted by the committee.

#### **3017. Items of General Interest**

BH- attended an online meeting by ACOG; the Airspace Change Organising Group. They are coordinating the work of the CAA, NATS, the various airports and others to make sure they are all going at the right rate and in the right direction. DL mentioned that money has been made available for this work to continue. There will be public consultation at various points. We are hoping that ACOG will offer some sort of briefing for ACCs.

ICCAN- BH suggest they are invited to speak at our next meeting on their findings regarding noise insulation.

#### **3018. Notification of Items of Business for the Next Agenda**



None

3019 . Any other business which the Chairman deems to be urgent

None

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