

MINUTES OF THE MEETING OF THE BRISTOL AIRPORT CONSULTATIVE COMMITTEE

HELD USING MICROSOFT TEAMS ON 28th April 2021

Meeting commenced: 2.30pm

Meeting concluded:

Present:

Barry Hamblin	Chairman
Ian Porter	Vice Chairman
Dave Lees	Chief Executive of Bristol Airport
Karen Warrington	Bath and North East Somerset Council
Richard Capps	TUC, Bristol and South West Region
Robert Durie	GWE Business West
Jane Harrison	Tourism, North Somerset Council
Councillor Hilary Burn	Cleeve Parish Council
Councillor Gill Patch	Winford Parish Council
Councillor Joachim Steinbach	Wrington Parish Council
Councillor Roy Hill	Chew Valley Cluster of Parishes
Neil Bromwich	CBI
Christian Gresswell	Inspector, Bristol Airport

Also in attendance:-

Simon Earles, Planning and Sustainability Director, Bristol Airport

Jacqui Mills, Public Relations Manager, Bristol Airport

James Shearman, Head of Sustainability, Bristol Airport

James Cox, Public Affairs Manager, Bristol Airport

Liz Higgins, Planning Manager, Bristol Airport

Alicia Fox, Secretary

Two members of the public.

2079. Public Participation- in accordance with the constitution

JH- requested minutes could be published earlier so that members of the public can review prior to putting forward questions to the ACC.

Proposal was put forward as a constitution amendment- could the ACC invite critical friends/ environmental group to be a member. This will be discussed further under the agenda item.

Meeting closed for further comments by members of the public.

2080. Apologies for absence

Cllr Steve Hogg	District Councillor
Councillor John Sleight	Backwell Parish Council
Councillor Roger Wood	Yatton Parish Council
Wendy Walker	Passenger interests /ABTA/ATOL

2081. Declarations of Interest for Local Authority Elected Members - none

2082. Minutes – 27th January 2021 (previously circulated)

a) Confirmation of Accuracy Resolved: that the minutes of the meeting held on 27th January 2021 be confirmed as a correct record and be signed by the Chairman.

b) Matters Arising- none

Resolved: Proposed as an accurate record by Vice chairman Ian Porter, Seconded Chair Baz Hamblin

2083. Constitution (attached)

- Proposal: to move to hybrid meetings: resolved to trial for 12 months and review annually.
- Proposal: Draft minutes to be published on the website once agreed by members: resolved this was agreed unanimously, timescales to still be confirmed.
- Proposal: The Chair of the ACC to only be elected every 3 years as per their employment term: resolved agreed unanimously.
- Proposal: Invite Visit West to be represented on the ACC by John Savage resolved unanimous agreement.
- Proposal- Parish Councils asked to submit annually the minutes where the representative is nominated. Resolved: proposal not carried.
- Proposal: After members of public have spoken, Chair will address committee members and ask if they have anything add- limited to 5 minutes. Resolved: agreed
- Proposal: To have a representative outside of the airport who deals with carbon offsetting/carbon emissions: resolved: 6 in favor of the proposal 2 against, motion carried. Further conversations to take place to determine the right person/group.
- Proposal: Member from NSC to remain on the committee as a tourism and economy representative. Resolved: 6 in support of the proposal 2 against.

The above proposals which have been carried will be added to the constitution in preparation for adoption at the July meeting.

2084. Chief Executive Officer Report

The three months since our last meeting in January have continued to present unprecedented challenges for the aviation sector. The national lockdown and restrictions on travel have meant our focus has been on essential domestic connectivity and preparing for international restart in the Spring.

The 'roadmap' announced by the Prime Minister in March has given us renewed hope and our airlines have responded accordingly in reviewing their flight schedules from April onwards. This is in direct response to the demand we have seen from our customers who are now looking forward to reconnecting with friends and family, planning special occasions or simply enjoying a well-deserved break.

My team continue to work tirelessly to ensure the airport is in great shape to welcome our passengers back to Bristol Airport. The safety of our passengers and employees will remain our number one priority as we move forward.

Recovery and operational update

Since 28th March, the aerodrome operational hours have been 0700–2130, Monday–Sunday. Outside of these hours the airfield is closed. The future flight schedule is constantly under review and we continue to engage with our airlines on a daily basis. We anticipate these operating hours will be in place until at least 30th April. The terminal building will only be available to customers travelling on flights scheduled within the aerodrome operational hours.

On 18 March, we welcomed the first Tui Boeing 737Max to Bristol Airport. Whilst this was a maintenance/repositioning flight with no passengers onboard, it was exciting for staff and local spotters to see the next generation in more efficient aircraft.

Government engagement

The aviation sector has been devastated by the COVID-19 pandemic and Bristol Airport, along with airports across the UK, hasn't had the opportunity to restart and recover. The Government's Airport and Ground Operations Support Scheme (AGOSS) announcement in January was a welcome relief during what continues to be the most challenging period in our history. However, since the Government's original business rates relief announcement at the end of last year, the outlook for 2021 has worsened significantly. It is therefore crucial that the announcement is just the first step towards restarting the sector and safeguarding the connectivity and prosperity of the South West. We welcomed Government's announcement that passengers from international COVID-19 red list of countries will have to hotel quarantine. Safety is our key priority, and the introduction of this measure helps in protecting our nation at this key time. We continue to work with the Department for Transport and the Department of Health & Social Care to ensure Bristol Airport is operationally prepared. We look forward to a time when measures can be reduced and eventually removed as the vaccine is progressively rolled out which will help remove uncertainty and allow people to travel more freely. We continue to highlight to Government the urgent need for significant additional economic support and steps to support recovery.

The Government needs to safely unlock the travel industry ahead of the summer season. Bristol Airport is committed to work with Government on all measures necessary to reopen international travel to support customers, colleagues and assisting the region's economic recovery and protecting jobs now and in the future from the impact of this devastating pandemic.

Sustainability

Bristol based aviation business Centreline AV Limited, has partnered with Air bp to supply Sustainable Aviation Fuel (SAF) from its FBO at Bristol Airport. As the first non-network user and independent retailer of SAF in the UK, Centreline, a Pula Aviation Services Limited (PASL) business, has invested in the infrastructure to supply SAF as part of PASL's commitment to reduce the environmental impact of its operations with a target of becoming carbon neutral by 2025. The fuel is blended with traditional Jet A1 meaning there are no differences in aircraft ground handling requirements or fuel efficiency for the aircraft it is supplied to. The fuel's journey to Bristol is also ensured by Air bp to be carbon offset.

The SAF will reduce aircraft lifecycle carbon emissions by around 80% compared to the traditional jet fuel it replaces. We are delighted Centreline has partnered with Air bp to bring sustainable aviation fuel into Bristol Airport. We welcome their leadership and are committed to working with our airlines and other partners to accelerate our journey towards NetZero. A consortium led by Atkins, a member of the SNCLavalin Group, and involving Vertical Aerospace and the West of England Combined Authority has secured an industrial research grant by the UK Government to look at the feasibility of an air taxi service in the South West Region before conducting a demonstration in a live environment. The £2.5m project has secured partial funding through the Government's Future of Flight Challenge, which was created to find innovative methods of achieving greener flight, finding new ways to travel, increasing mobility, improving connectivity and reducing congestion.

The project being led by Atkins is expected to take 18 months and will comprise an assessment of the demand for air taxi services in the South West; development of use cases for the technology; and an evaluation of the integration and impact on the wider transportation network, including the region's airports, as well as the benefits to cities and residents. It will establish viable markets and businesses cases for these services and seek to understand public perceptions and attitudes towards eVTOL (electric vertical take-off and landing) aircraft. These activities aim to culminate in a series of full-system demonstrations in live airspace across the region. We have set the airport an ambitious target to be carbon net zero by 2050. Innovative new approaches to travel, like the air taxi service, are critical to making this a reality and also support the wider decarbonisation agenda in the South West.

We are proud to act as a test bed for this exciting project. Sustainability continues to be at the heart of Bristol Airport's operation.

Other developments since our last ACC meeting include:

- The Airport's Noise Insulation Scheme will be operating this year after its postponement due to COVID-19 restrictions. This was agreed with the Community Fund Committee at the March 2021 meeting.
- It is important for the Committee to be aware that, as a result of the UK leaving the EU, the Department of Environment, Food and Rural Affairs (DEFRA) amended the rules in relation Category One (CAT 1) waste in late February 2021. CAT 1 waste is any organic material which originates outside of the

UK, however, enters the UK (i.e., on board aircraft). Prior to the UK leaving the EU, CAT 1 was deemed to be organic material arriving from outside of the EU. The Airport is working hard with agency and public bodies to amend processes and procedures to align with this. We are frustrated that a change in jurisdiction has led to a linear evaluation of risk and are working with the Airport Operators Association to make the regulators aware of the wider impact of such changes. This includes limiting onboard recycling initiatives, increased costs but maybe most importantly, over-subscribing designated sites who accept that waste, especially when Airports return to pre-pandemic levels.

- As the Committee will know, the Airport is accredited to ISO 14001 for airport operations for its Environment Management System. It has been confirmed by Lloyds Register Quality Assurance (LRQA) that the Airport, in May 2021, will have its second surveillance visit after achieving accreditation at the end 2019. Updates on the audit will feature at the next Environmental Effects Working Party and at the next ACC.
- Finally, the Airports Annual Monitoring Report will be published in the next few weeks and James Shearman will be updating on the Airports performance for 2020 during the April ACC meeting. As always, we would be grateful for any feedback on the draft Annual Monitoring Report which will be considered prior to publication.

Planning

In October 2020, Bristol Airport announced plans to bring forward the construction of a new multimillion-pound Public Transport Interchange (PTI) facility. The PTI will deliver substantial improvements for passengers and staff who utilise public transport with increased capacity and new facilities, enhancing their experience at the point they interchange at the airport site.

Sustainability and greener growth are at the heart of Bristol Airport's plans and this development supports our ambitions to become carbon neutral for direct emissions by 2025 and a net zero airport by 2050.

Bristol Airport consulted North Somerset Council (NSC) on its intention and NSC has concluded this crucial infrastructure project requires Environmental Impact Assessment and is not permitted development. Bristol Airport will now review NSC's conclusions and make a decision on next steps.

In January and February, members of the public, organisations and business groups had the opportunity to submit comments on Bristol Airport's expansion proposals. The deadline for submissions to the Planning Inspectorate was 22nd February 2021.

Slot Coordination In November 2019, Bristol Airport made an application to the Department for Transport (DfT) to change its status to become Level 3 coordinated – this was to give the Airport greater control over timings and number of passengers by using the industry standard of greater coordination of flights. This is particularly important to ensure that Bristol Airport remains within its current planning permission previously granted to handle 10 million passengers per year. Without this mechanism in place the airport would be unable to fully control the demand for flights and passenger numbers. In February 2020, the Department for Transport commenced a 6-week consultation; the DfT extended the consultation deadline from 3 April 2020 until 26 June 2020, to allow more time due to the impact of COVID-19, therefore allowing all consultees further time to respond to the consultation.

In light of the devastating impact of COVID-19 on the industry and the unprecedented temporary reduction in passenger numbers, Bristol Airport has decided to withdraw its application at this time. However, given that we fully expect passenger numbers to recover when travel restrictions ease, we intend to resubmit our application ahead of Bristol Airport returning to the record passenger numbers of 2019 to ensure that we can effectively manage operations at the Airport into the future.

2085. Policing at the airport

Crime remains low at the airport currently, therefore actual figures for this quarter have not been included but will reintroduce them when operations increase.

Police have been supporting Border Force in relation to arriving passengers. The health check requirements at the border are extensive and although the responsibility for these remains with Border Force, we have been supporting by providing a visible presence and advice where necessary. A number of fines have been issued in relation to breaches of regulations by arriving passengers.

2086. Questions to Airport Management

Question from Hilary Burn, Chairman of Cleve Parish Council

Is Bristol Airport intending to grow to 20 mppa as shown in Consultation 1: ‘Your airport; your views - a world of opportunity’ and Consultation 2: ‘Your airport: your views – towards 2050?’

“Bristol Airport has published two consultation documents on the Master Plan: Your Airport: your views – a world of opportunities (November 2017) and; Your airport: your views – towards 2050 (May 2018). The 2018 consultation document included the introduction of a phased approach to delivery with the 12mppa planning application as the first phase. This was in response to consultation responses, providing a clear direction of travel through to 2026. It was the intention to consult on the final draft of the Master Plan in 2018/2019. The planning application was submitted to North Somerset Council in December 2018 and it was decided to pause the Master Plan whilst these plans were considered, giving the public opportunity to comment on the planning application. Bristol Airport are now appealing the decision taken by North Somerset Council in March 2020 to refuse the planning application. The Coronavirus pandemic has significantly affected the aviation industry in the short term and to inform the planning appeal, Bristol Airport provided updated forecasts in November 2020.

Bristol Airport are very much committed to finalising the Master Plan. Given the impact of the 12mppa proposals on plans at the airport for the next 10 years, we have decided to produce the final document once the planning appeal is decided. This will allow us to provide certainty to the local community up to 12mppa which we currently anticipate will be reached in 2030. This approach also allows the updated forecasts to be taken into account.”

No further comments.

2087. Planning Update

LH- decisions have come through from NSC for 3 separate applications:

21/P/0468/SJA- solar panels to be installed on existing Car Rental Consolidation Centre- approve

21/P/0469/SJA- solar panels to be installed on car valet within car rental consolidation centre- approve

21/P0467/SJA- solar panels to be installed on existing car wash building within the Car Rental Consolidation Centre- approve

Entrance canopy on the front of the terminal- planning application will need to be submitted.

2088. Bristol ACC Annual Plan

Suggested that the following presentations are requested:

- ICCAN
- Lead representative on Future of Flight (SE to follow up)
- Flight Zero representative (SE to follow up)

2089. Airspace Modernisation Strategy- update

21 Airspace change proposals across the UK these are important from a carbon emissions perspective. Stage 2 would be around design; and consultation comes at a later stage. DL requested this is carried forward to the next meeting where he hopes to provide more of an update.

2090. Department for Transport- Consultation on Night Flights Policy

Chairman asked for any comments from members on the consultation.

2091. Presentation from Richard Capps- TUC, Bristol and South West Region

Personal introduction – worked in public sector for over 35 years, but also in private sector. Latterly working as a tutor in Industrial Relations. On this committee as a representative of the South West TUC, which is the body that brings together unions and their members throughout the South West.

RC briefly noted that unions aren't given a positive image by the popular press, but they are there to fight for fairness in the workplace and to get an input into the decisions that affect working peoples lives, and to get a fair share of what they produce. RC argued for a collaborative approach between unions and management where possible but recognising that fundamentally we answer to different constituencies: for the Airport it's the shareholders, for the union it's the workforce. Despite this, a dialogue always provides the best chance of getting mutually satisfactory outcomes.

RC quoted Debbie Hartshorn People Director at the Airport who spoke of the importance of people at the airport and her wish to "create an inspiring, exciting workplace with creative and engaged staff and a high performance, collaborative culture". This is exactly what those in the Trade Unions want – quality and rewarding jobs, with a fully engaged workforce.

RC spoke about Environmental issues and the problem for unions in that they are signed up to fighting against environmental damage, yet are committed to protecting members jobs in some workplaces whose effect on the environment is under a very critical focus. RC urged the airport and businesses in general to take up the offer from the unions of using the Green Reps they have trained, a resource which is cheaper and more clued in on the business than any external consultant. Green Recognition Agreements would be a major positive step for both sides.

Lastly RC reiterated that they achieve most when they talk and talk openly, and share knowledge and skills.

2092. Future of Flight update

SE has suggested the Atkins come in and give a presentation on the Future of Flight.

2093. Sustainability review

5166 KW electric energy used from staff and passengers using the electric charge points at the airport.

50% waste has been recycled for 2020/21

Bristol Airport Community Fund has contributed £93,000 to 22 local projects.

The Annual Monitoring Report will be circulated in draft and members will have 2 weeks to respond.

Noise Insulation:

More residents can now take part of the noise insulation scheme even though the airport is still acting within permitted limits. Last year the contour forecast was redone due to Covid which is why 2020 contours were almost halved compared to previous years.

£80,000 of noise insulation grants are available and applications can be made online. Those who have not previously has work done will take priority along with the contour location. 20 phone calls received already asking about the Noise Insulation Scheme.

REPORTS FOR INFORMATION AND QUESTIONS

2094. Statistics

2095. Reports attached:

- **Draft Minutes- Environmental Effects Working Party and Environmental Monitoring report**

The members noted the minutes which were circulated in advance.

- **Bristol Airport Local Community Fund**

The members noted the minutes which were circulated in advance.

- **BRS Press Releases**

The committee noted the press releases.

2096. Items of General Interest

None

2097. Notification of Items of Business for the Next Agenda

- more clarity on a suitable candidate to sit on the ACC as a representative for the environment.

2098 . Any Other Business

Secretary advised that a shared drive is being looked into to make file sharing easier. She has also asked members to confirm which reports they would like included or omitted from the pack.