

AGREED MINUTES OF THE MEETING OF THE BRISTOL AIRPORT CONSULTATIVE COMMITTEE
HELD USING MICROSOFT TEAMS AND IN THE BRISTOL ROOM, LULSGATE HOUSE ON 20TH OCTOBER
2021

Meeting commenced: 2.30pm

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 John Sleigh	Backwell Parish Council
Councillor Roy Hill	Chew Valley Cluster of Parishes
John Savage	Visit West
Carl Symonds	Airlines operating from the Airport
James Shearman	Head of Sustainability, Bristol Airport
Liz Higgins	Planning Manager, Bristol Airport

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

Alicia Fox Secretary

2 members of the public.

Chairman Baz Hamblin welcomed our new member- Carl Symonds

2099. Presentation from John Savage

John introduced himself as CEO and Executive Chair of Visit West. He highlighted how he has written a book about what Bristol will look like in 2050 and a big part of that is the development of the airport and the opportunities that will bring. The airport is important to him personally and also the members he represents.

3000. Public Participation

Jackie Head's question:

Can the Airport clarify what lies behind the decision to claim for costs from the Planning Inquiry into the Airport Expansion, given that it is likely to impact negatively on North Somerset Council and the services they can make available to the local community if the appeal comes down in favour of expansion? Council services are of particular importance to the poorest and most marginalised in the community, so how is this cost claim justified given the statement on your website " we take our responsibility to the local community very seriously" Would the airport be willing to reconsider its position if the expansion plan is permitted?*

** <https://www.bristolairport.co.uk/about-us>*

Response to Jackie's question:

Bristol Airport Limited (BAL) submitted an application for costs against North Somerset Council on the 8th October. BAL are of the view that NSC acted unreasonably in reaching their decision and as a result we have incurred unnecessary costs in appealing the decision. NSC have also applied for costs against BAL and this will be a matter for the Inspectors to consider and reach a decision on.

JH read out her question to the committee and directed her question to DL. As CEO of the Bristol Airport could you speak to the owners of the airport and ask them to reconsider their request for costs to be covered by NSC if the appeal is successful.

DL advised he had no further comments to make on the answer already provided.

JH said that as the airport is a commercial enterprise surely they could speak to the owners about the airport absorbing the cost rather than it falling on NSC and having a negative impact on North Somerset.

DL- Confirmed that Bristol Airport will not be speaking to the owners of the airport.



3003. Apologies for Absence

Neil Bromwich	CBI
Victoria Barvenova	NSC- Head of Economy Development
Christian Gresswell	Inspector, Bristol Airport
Councillor Paul Goggin	Bristol City Council
Councillor Hilary Burn	Cleeve Parish Council

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

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

3009. Minutes – 14th July 2021 (previously circulated)

a) Confirmation of Accuracy Resolved: that the minutes of the meeting held on 14th July 2021 be confirmed as a correct record and be signed by the Chairman.

b) Matters Arising- None

3010. Chief Executive Officer Report

My last update came during a period of frustration, when other European nations were reopening air travel far faster than the UK and the travel sector in this country was deeply concerned about the future.

After what was a challenging summer, I'm delighted that recovery is now moving at a greater pace, with passengers returning, retail and food outlets in the terminal reopen, and our Silver Zone car park operating once again. As the furlough scheme ends this is excellent news for the thousands of local people that rely on the airport for employment, whether directly or in important sectors such as tourism.

Like everyone else we've learned not to second guess covid, but the UK Government's changes to travel rules have now made it easier and cheaper for people to travel. Other nations, such as the United States, are ending their travel bans and countries are committing to normalising international travel as soon as possible.

Our airlines continue to put on more flights, with a busy December expected in terms of both outbound and inbound flows, as families and friends travel to spend Christmas together for the first time in 2 years. We must remain cautious but in contrast with this time last year, when covid's second wave was beginning to form, the mood is cautiously optimistic.

It is too early to tell whether business travel will fully return to pre-pandemic levels or whether virtual meetings will make a permanent difference. However, we remain the vital International gateway for

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businesses in our region, and it is a show of confidence that Lufthansa have started a direct route to Frankfurt in the past few months.

There remain challenges and like other businesses we face new ones, including recruitment, but I am excited about the airport returning to its position as one of the main drivers of the region's economy.

Recovery and operational update

The UK Government's decision to relax travel restrictions and bring them more into line with other European nations will make travel easier and cheaper for passengers. The United States' travel ban is expected to come to an end in November and there appears to be a growing international consensus that travel needs to return to normal as soon as possible. This has resulted in passenger numbers recovering steadily from a very low base, with the airport now serving around 35% of the number of customers compared to the same time in 2019.

The travel rule changes brought some immediate benefits, with **Jet2** beginning flights to Turkey for those wanting to escape the British autumn weather. City links have started running again, with **easyJet** reconnecting our region with important European centres such as Paris, Berlin, and Geneva. **Lufthansa's** new direct link with Frankfurt has performed very strongly and has been welcomed by the local business community, bringing the home of the European Central Bank closer to the South West.

The airport has now virtually fully re-opened, with retail, food/drink, and our lounges available to customers. Our Silver Zone car park started up again in the late summer, with courtesy buses running to the terminal again. As we've seen across the country, there's been some reluctance from people to start using public transport again, instead being cautious and choosing to travel by car. It will take time for confidence to return so we'll be using our social media channels to try and encourage as many people as possible to travel to the airport by bus.

Sustainability

As part of our aim to have net zero operations by 2030, we've been pushing ahead with a number of trials at the airport. With just over eight years to implement all the changes we want to make, we need to move fast and form new partnerships if we're to be successful.

The most extensive of these is with easyJet, which is part of a new sustainability partnership between the airline and Bristol Airport. This will involve a series of trials and studies into a wide range of cutting-edge developments and operational efficiencies, with the airport being used as a testbed. Any successful results from the trials will have the potential to be rolled out across easyJet's network, which spans 150 airports across 35 countries. easyJet could have chosen any of their airports to undertake these trials, so it is really pleasing that they chose Bristol, based on our strong commitment to improving sustainability.

Smaller but important trials are also going on, including a new electric bus. The layout of the airport means we have to bus some passengers between the terminal and their aircraft, which relies on diesel vehicles. With COBUS Industries, we've been trialling a fully electric bus with a capacity to carry 110 passengers, studying its benefits compared to our existing fleet. A new electric cobus is expected to be delivered by the middle of 2022.

Our renewable energy generation has expanded, with solar PVs now installed on our Consolidated Car Hire Centre building, along with the adjacent valet and washing roofs. These are expected to generate



210,000kw hours per year and play an important part in our aim to generate 25% of our energy needs by 2025.

So far, our journey to net zero operations is teaching us that this is a process of many, many smaller changes to reach the larger goal.

Scope 3 emissions

Our net zero operations aim covers our scope 1 and 2 emissions – but of course our scope 3 emissions, which mainly include aircraft and surface access, are much greater. Although these are not under our direct control, we do have influence over them.

The first round of our Aviation Carbon Transition (ACT) programme, which made funding of £250k available in 2021 to support sustainable aviation fuel and other sustainable flight solutions, closed to applications during September. We're absolutely delighted with the number and breadth of submissions we've received from around the region – from companies and universities – and look forward to announcing the winners shortly.

Following our initial pledge to work together, made in June, the South West's unique cluster of aerospace companies, universities, and supply chains, has expanded its activity and we continue to offer up the airport as a testbed for new technology. There is an enormous amount of activity taking place in our region to be the first to commercialise decarbonised flight, and I was pleased to see that the Department for International Trade will soon be marketing the South West as the premier destination for inbound investment. More broadly, I understand that COP26 will not focus heavily on aviation, instead the push will be for nations to agree to come together in 2022 with the aim of reaching a much-needed international agreement on aviation emissions then.

Community

Our Local Community Fund passed a milestone this year after payments moved its total grants to £1.2million. As the members of the ACC who are involved in the Fund's management committee will know, it paid out £145,000 to support 52 community projects this year, taking the total donation figure since its creation in 2012 to £1.2m.

The Fund plays an important role in the parishes closest to the airport, often supporting smaller projects that struggle to find funding elsewhere and save local community groups from years of fundraising. Covid has made fundraising even more difficult, while at the same time making clear the enormous importance that community sports and other groups play in local people's lives. We're proud of the role that the Fund plays and appreciate any efforts to ensure local groups know it is available.

RC- asked whether the A3 bus route to Weston will be returning?

SE- The bus route was stopped due to low numbers following the pandemic. We are looking into options on how this can be addressed and discussions with First Choice are underway.

RC- Will Bristol Airport be using the 'air taxi's'?

SE- Bristol Airport will be putting in a tender alongside Atkins to the Government for the next round of funding. If successful with that funding we hope to be putting on simulations and toward 2024 testing real vertical take off and landing flights.

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GP- Parking in Felton Common is once again an issue. Cars are parked everywhere and taking no notice of the signs. People are also using the churchyard as a bathroom. GP asked if there is anything the airport can do to help?

DL- advised that Bristol Airport are keen to stop people parking in surrounding villages and provide a free waiting space which also has toilets available for use. Happy to work with the Parish Council to see what can be done.

JM- has offered to liaise with NSC as the signs for the A38 would need to be agreed and placed by them as it is not Bristol Airport land. The airport is happy to help where they can with local signage but did highlight although unpleasant for the residents, that parking on the common is not illegal.

3011. Policing at the airport

With an increase in activity we have seen an increase in criminality and disruptive behaviour. We have dealt with incidents of theft from retail outlets and we have seen a small number of thefts of Catalytic Converters from one of the car parks. This particular type of theft is an increasing problem nationally and although the numbers here at Bristol have been low, along with security we are increasing our patrols as a result.

Unsurprisingly disruptive behaviour has increased, however the response to this by the airport team, business partners and our team has been excellent. Led by ADM James Power, the culture across all business partners in dealing with incidents of disruption, taking responsibility and being confident in a joint approach is really showing through and there have been numerous examples of working together to bring incidents to a swift and positive conclusion.

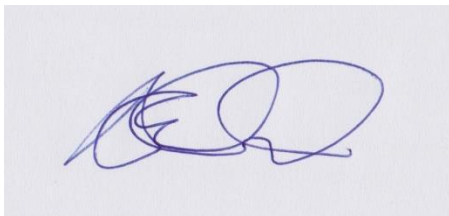
The national terrorist threat level remains at Substantial but I have been paying close attention to the recent events in Afghanistan with an eye on what this may mean for the UK. This is an extremely important area that I will continue to monitor in the coming months and I have already met with airport security management to discuss what any change might mean for policing here at Bristol. This is one subject that will be further discussed in the upcoming Risk Advisory Group (RAG) meeting.

We have seen two new additions to my team in recent weeks. Emma and Sara both join from North Somerset, Emma coming from a Neighbourhood role and Sara from Response. Both are motivated and experienced officers and I'm really pleased to have them on board.

Looking ahead, we will be involved in an emergency exercise that the airport have arranged which will look to test some of our responses to a major incident, I have plans to visit other similar airports to share best practice in this unique policing environment and we will continue to work with the airport to ensure that we provide a safe environment for both passengers and staff alike.

3012. Questions to Airport Management

On Sunday 25 July 2021, a Jet2 flight departed Birmingham airport at 06.20 and arrived at Bristol airport at 07.00. Is this flight repositioning or a scheduled service? Either way, this is a grossly carbon-wasteful

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event.

Bristol Airport has embarked on a programme of decarbonisation which I welcome but this will count for very little if it condones flights such as the one from Birmingham. I realise that these are decisions for the airline but they reflect badly on the Airport. If the Airport is genuine in its concerns about carbon emissions it will want to do everything possible to prevent the Airport being implicated in flights such as the one from Birmingham. Please let the Committee know when and how the Airport will take action to bring to an end flights of this nature.

Response to Hilary's question:

This flight was a commercial service with passengers on board from Birmingham to their ultimate destination of Corfu. Additional passengers joined the aircraft at Bristol. A total of 144 passengers were on the flight (109 passengers arrived on the aircraft from Birmingham, 35 passengers embarked at Bristol).

This type of flight is known as a split load flight and has been in operation at Bristol Airport with various carriers for many years dating back to the 1970's.

HB sent her apologies for the meeting but had reviewed the answer prior to the meeting and advised she was not happy with the response.

DL responded saying the question has been answered and no further comments need to be made.

3013. Planning Update

LH advised there are no planning applications expected to be submitted for the next quarter.

The appeal has now come to a close and we await the decision in due course.

3014. Annual Monitoring Report (AMR) 2020

The Annual Monitoring Report was circulated to members on the 19th October. Members have been asked to review the report and have 3 weeks to respond with comments/feedback. Once this has been reviewed and necessary incorporations or amendments will be made and it will be published.

JH- Asked whether JS would be consulting with members of the public on the AMR. JS advised it has always been made available to the ACC but no wider until it is publicised.

REPORTS FOR INFORMATION AND QUESTIONS

3015. Statistics (report attached)

(a) Passenger

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(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)
JS highlighted the low attendance of the EEWP meeting held on the 12th October. He asked members to think if they wish to remain a member of the EEWP and for any new members to come forward. We hope to start 2022 with a full committee.
- 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 updated the committee on some emails that had been received.

The first one was from UKACC talking about the demise of ICCAN and the implications for airports. BH talked about one point being that ICCAN were looking for searches of flightpaths to be included on house searches. JS said this is something Bristol Airport will be able to provide on their website to help with transparency.

The second update was also from UKACC providing an update on from the Department for Transport.

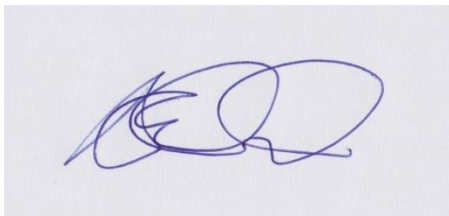
SH advised that he and BH had exchanged emails regarding the position held on the committee by a NSC Officer. SH highlighted that it was claimed the officer role was democratically agreed in July, however he disagrees that this was a democratic decision. SH wishes to take the matter to discuss directly with BH outside of the ACC.

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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