

**18th April 2024 @ 15:00 hours**

**Meeting held at Lulsgate House and virtually using Microsoft Teams**

**DRAFT Minutes of the Meeting**

**Present:**

David Hall, Chairman

District Councillor Thomas Daw, North Somerset Council

Councillor Hilary Burn, Cleeve Parish Council (HB)

Councillor Barbara Harland, Backwell Parish Council

Councillor Jill Patch, Winford Parish Council (JP)

Joachim Steinbach, Parish Council's Airport Association (JSt)

Richard Capps TUC, Bristol and South West Region (RC)

Tony Welch, Business West and Bristol Chamber and Initiative (TW)

Dave Lees, Chief Executive officer, Bristol Airport

Wendy Walker, ABTA/GTMC

Also in attendance:

Jacqui Mills, Public Relations and Community Manager, Bristol Airport

Daniel Samson, Sustainability and Social Value, Bristol Airport

Matthew Sharp, Planning Manager (MS), Bristol Airport

Harry Ellis Corporate Affairs Executive (HE), Bristol Airport

James Cox, Public Affairs Manager, Bristol Airport

Insp. Christian Gresswell, Bristol Airport

Whitney Love, Sustainability Officer, Bristol Airport

Steve O'Donoghue National Air Traffic Services

Alicia Fox- secretary

1 member of public

DH welcomed the new members to the committee- BH representing Backwell Parish Council, RS representing Airlines Operating from the Airport and TD, NSC representative.

BH hopes to foster good community relations between the airport and Backwell Parish Council

TD looks forward to being engaged with the committee and working together.

### **3191. Public Participation**

RB submitted questions ahead of the meeting and the responses were prior to the meeting due to the detailed required.

RB confirmed receipt of the response but asked for further information on the dispensations that the airport are giving compared to larger airports. RB asked the airport whether the dispensation figures which will be submitted to the Secretary of State will be made available in the public domain?

MS confirmed the figures will be made available to the public within the AMR. No dispensations would be sent to the Secretary of State as this only applied to the London Airports.

TD confirmed that NSC will be publishing the information regarding dispensations on their website.

HB asked if it is possible to see the agreement between the airport and NSC as to what is detailed to allow for the 2-hour delay. HB highlighted the impact a 2-hour delay has on the local residents and asks how will these delays be prevented?

DL advised that it is in everyone's interest to reduce the late running flights, but the vast majority are out of the airports control such as airspace restrictions, industrial actions.

HB accepted some delays are out of the airports control but those where the turnaround delay is due to disruptive passengers, lack of equipment, special assistance are the delays that need to be resolved, they should be penalized if they cannot make the turnaround time.

DL advised the airport had nothing further to add on the topic.

HB requested her question that was submitted is answered in full.

### **3192. James Cox, Hydrogen in Aviation**

JC gave the committee an update on the progress with Hydrogen. He confirmed that Airbus are aiming to have a Hydrogen aircraft in circulation by 2035

. Easyjet worked to prove a hydrogen jet to work.

In March a milestone report was launched which was a series of recommendations to decarbonise flights. The document is available online.

The airport are working closely with civil servants, ministers and shadow ministers on the report to help them understand the document and how to turn the recommendations to policy.

JSt Understand Hydrogen is extremely flammable and asked what safety precautions are in place for this trial? How safe really is it?

JC confirmed that the Hydrogen Airbus would be using for their 2035 aircraft is liquid hydrogen which is very different to gaseous hydrogen.

The airport are publishing the findings of the trial which took place and reassured the committee that the trial which took place on site was not Hydrogen in an aircraft. It was a Hydrogen fuel Tugg (airside ground equipment). The aim of the trial was to prove a Hydrogen fuelled item could be safely refuelled on site.

The piece of equipment which was used although groundbreaking in the UK had been safely tested in Europe. Prior to the trial being carried out the airport worked closely with the Health and Safety Executive who have been advising since the start of the trials.

JST have there been any accidents?

JC confirmed there have been no incidents and Hydrogen it is not an unusual substance to be used.

DL informed the committee that the airport worked and continue to work with the CAA and the Health and Safety Executive. Bristol were the first airport to trial with Hydrogen which initially took place at Cranfield then carried out onsite. The aim of the trial was to inform future safety regulations.

JSt asked if the safety protocol will be published?

JC yes as part of the white paper.

HB asked where the Hydrogen will be stored? Which part of the airport was the trial carried out?

JC confirmed that the trial only needed a very small tank (size of a car) so it was placed next to one of our stands. When there are aircrafts using Hydrogen storage will eventually need to be established.

HB is there enough facilities to make Green Hydrogen?

JC we are working with Orsted as part of the Hydrogen In Aviation alliance as to how the renewable energy will get to the airports. There are reports by National Gas on how hydrogen can be transported.

RC wanted to know which different types of hydrogen are the airport dealing with?

He asked whether cleaner kerosine was an option, and has this been considered?

JC said that sustainable aviation fuel is being looked at by both the EU and UK. It can be made synthetically or using waste. The UK is committing that it will have a 10% SAF by 2030 and similar scales for the EU. SAF for long haul could be used as a stop gap until Hydrogen is there.

There is a company in Gloucestershire who are developing clear Hydrogen from sewage. The airport would only consider a low carbon option which leaves Green hydrogen.

TD wanted to understand if flights would be displaced if trials are being carried out on the runway.

JC confirmed the trial that took place did not impact the flights as it was a trial for a Hydrogen fuelled tug/ ground equipment not the planes. Future trials for aircraft would be carried out at Cranfield University which has its own runway.

DL in the future there will be Hydrogen, electric and fossil fuelled aeroplanes all using the existing infrastructure but we are not there yet.

TD asked if the passengers were aware Hydrogen was being tested onsite, some may be very unhappy they were in close proximity to vehicles with Hydrogen without being given the choice/knowledge. He also asked if there was an incident where passengers luggage was destroyed due to trial going wrong who would be liable as passengers insurance unlikely to accept responsibility.

JC reassured the committee that the piece of equipment was part of a well-established trial which had been successfully tested in Europe. He also confirmed if there were a loss to luggage due to an onsite trial the airport would be liable.

DL Safety is the primary focus, the airport have been through a huge amount of due diligence with the fire brigade, CAA and Health and Safety executive.

JSt welcome that the airport accept liability. He asked if different models of sustainability are going to be trialled and if so will these be reported to the ACC?

DL confirmed all sustainability options are detailed in our roadmap.

DH highlighted how important it is that the committee work with the airport as communication is key to success and appreciates their openness with their progress.

HB asked if the airport have named the 5 SAFF locations?

JC these will be announced for the 10% for 2030 but will double check on the location and confirm.

TW congratulated the airport on project Acon and said it is a fantastic achievement.

### **3193. Insp. Christian Gresswell- Police update**

CG introduced himself to the committee and shared that there is a planned uplift of resources for 2024 following a consultation with the airport.

With the increase in resources he will be rolling out Project Servator. The aim of this project is to disrupt a range of criminal activity by bringing out a high police visibility.

CG said they will also be increasing engagement with passengers and business partners.

Members of his team have undergone training to spot unusual sightings/behaviour at the airport and will be working with partners at the airport to help with this.

With the Euro's approaching there will be a need for additional police at the airport between 14<sup>th</sup> June-14<sup>th</sup> July.

JSt thanked CG for his update. He wanted clarity on the tactic of Project Servator.

CG- Project Servator is a highly visible police presence to deter crime but also able to identify other who may commit crime and deal with this before an event happens.

JP said she feels the red lines are not being effective, cars can be triple parked at times by the allotments and the Parish Council have started self-policing it on a Sunday morning.

CG believes the A38 is safer then it was then when they were double yellows. People do still abuse the red lines but this is less then it was, new signage has also gone up in recent weeks.

HB wanted to know what the police are doing when they come across cars parked on the double red lines.

CG advised the police monitor the A38 daily and they stop and talk to those parked on the red lines and issue tickets, they also signpost people to the waiting zone. The primary role of the police at the airport is to support the airport and provide a safe environment for staff and passengers. They have to ensure they are not spending a disproportionate amount of time moving people off red lines as opposed to the core duty of police being the safety.

HB enquired as to who receives the money raised from the fines, could this cover the cost of someone purely employed to issue fines?

CG was unsure where the money gets assigned to but confirmed it doesn't go to the airport or CG's team.

TD asked for clarity if the agreement from airport was to fund an enforcement officer?

JM confirmed there is a £50,000 fund for this year and £50,000 for 2025 to fund an enforcement officer.

TD enquired where the money to fund additional police for the airport comes from?

JSt said there was a public accountability issue as there are 2 funding streams, one from NSC and one from the airport.

CG advised that over 90% of the funding the police at the airport is funded by the airport. The difference of funding which comes from NSC is for non-airport related policing. An example would be if there were a wanted criminal on a flight to Bristol they would make the arrest. It is standard practice for all airports to have a small amount of policing funded by the local authority.

JP has concerns for members of the public trying to cross the road from the allotments.

CG said that nothing can be done about where people are walking and crossing the roads, but that is why they wanted the roads as safe as possible with the red lines.

WW said that many agents have brought to her attention that parking at the airport is extortionate and believes this is a huge factor with cars parking on double reds/ and inconsiderately in surrounding villages.

JM meets regularly with CG and the Chair/Clerk of Winford and they have confirmed that there are improvements with the parking but it is a complex situation and needs further discussions.

TD asked if it is correct that as part of the 12mmpa application the roundabout on the A38 is being redesigned to factor in the additional passengers to make it safer, increased pavements/ zebra crossings.

MS confirmed this was the case.

### **3194. Apologies for Absence**

Neil Bromwich CBI (NB)

### **3195. Declarations of Interest for Local Authority Elected Members**

None

### **3196. Minutes from 17<sup>th</sup> January 2024 (previously circulated)**

- The minutes were agreed as a true record of the meeting.
- Matters arising from previous meetings

### **3197. Chief Executive Officer Report**

Attached as appendix A

TW asked for clarity on the timing for making the changes with liquids and the scanners?

DL confirmed that the Government announced the UK is first country to have the new scanners implemented, Bristol Airport are aiming for them to be fully rolled out by the beginning of June, as it stands they are utilizing both types of scanners. The current rule 100ml bottles and up to 1L in total.

The new scanners provides a 3D image of peoples bags and allows the operator to turn the image around. Not all airports will be aligned with the Bristol timescales which may impact people when departing from a different airport.

Everyone over the age of 5 needs to go through a body scanner much means there will be a different layout in with the security. The total cost of the project is £11million.

JM asked if the committee would like someone from the team to come and talk about the new technology?

It was agreed this would be of interest.

### **3198. Questions from members- none**

#### **Question 1.**

Following the press article on Jet 2. What proportion of all Jet 2 air transport movements will have a blend of SAF and how many ATM's are anticipated in 2024?

#### **Question 1 Bristol Airport response:**

*In the press release Jet2 stated to have purchased over 300 tonnes of SAF to be used at Bristol Airport in 2024. With every tonne of this SAF saving ~2.5 tonnes of CO2, we expect CO2 savings on flights from Bristol Airport to be in the region of 750 tonnes this year, as a direct result of this investment.*

*In 2025, SAF will be at least 2% overall of Jet2's fuel mix - and Jet2 will follow UK and EU mandates up to 2050.*

*Jet2's new sustainability strategy will be published soon and will have detail on longer term plans. Jet2 will scale up SAF usage as the Government progresses incentivisation for SAF and there is subsequently more SAF on the market.*

*It's important to note that Jet2 very much see 1% as the starting point, and they want to grow this materially over the coming years. However, this is an important first step in supporting the SAF industry, which is in a key phase of its development.*

JSt asked if the Boeing 737 Max/8 is used at Bristol Airport? arriving/departing from Bristol? He also asked whether any aircrafts had been impacted by the Pratt & Whitney PW1100G Geared turbofan engine used in Airbus A320neo-family jets. If so how many aircrafts are impacted?

DL highlighted it is not the role of Bristol Airport to give out airworthy certificates that is up to the CAA. Bristol Airport have no Boeing 737 Max operating but did say if the aircrafts were not safe to fly the CAA would not allow them to fly.

Airlines using the Pratt & Whitney geared turbofan engines have had to take the aircrafts out of circulation. Lufthansa have had to remove some aircrafts for further safety checks.

WW said the airport has become disengaged with the travel agency, they have closed down the chat site and been told information for travel agents will be issued the same time as members of public. The communications contact is also no longer available, is this something that will be resolved?

DL advised that an event is due to take place end of June/July to work out how to work with the broader trade.

### **3199. Planning update**

#### 12mppa Planning Permission

- Material to discharge planning conditions
  - o 20 & 25 – Integrated Landscape and Biodiversity Mitigation and Management Plan
  - o 23 – Biodiversity Construction Management Plan
  - o 24 – Scheme of Grassland Mitigation and Translocation
    - Reference for all 4 conditions - 23/P/1039/AOC – all discharged 02/02/2024
  - o 30 – Groundwater Monitoring Plan (23/P/0918/AOC)- Discharged 04/03/2024
  - o 9 Planning conditions now formally discharged – 8, 9, 10, 11, 20, 23, 24, 25 and 30.
  - o Condition 5 (23/P/0176/AOC) – methodology for remaining within the 12mppa cap is the only 12mppa condition still pending. NSC have asked for further information which was provided last month.

o As per the 12mppa S106, a new community fund plus a noise mitigation scheme has been established in consultation with NSC and has been launched.

#### Update on Other applications submitted to North Somerset Council

- An application to use land known as Cogloop2 for the temporary use of 2,700 car parking spaces was submitted on 1 August 2023. The land is needed to compensate for the spaces that will be temporarily lost during the construction of MSCP2/PTI.
- o The application along with S106 agreement was approved on 25th January 2024 – work is currently underway.
- o The S106 agreement includes a £100k payment to NSC to fund a Planning and Parking Enforcement Officer to undertake monitoring and enforcement of parking controls within the vicinity of the Airport arising from unauthorised officer parking or anti-social parking practices.
- o A request to discharge condition 11 – Lighting plan, has been submitted to NSC – 24/P/0783/AOC.
  - An application for a first floor extension beneath the roof terrace on the east terminal building was submitted in December 2023 (23/P/2595/FUL) – this scheme does not increase the roof height or impact on the enclosure of the roof terrace development which was approved in August 2023 – however the intention is to build both schemes out at the same time. This was approved on 12/02/2024.
  - An application to discharge 11 conditions relating to the MSCP2/PTI was submitted on 30 August 2023. Still awaiting NCS determination.

#### Permitted Development Consultations

- A permitted development consultation for new boarding gates and a bridge link to the existing central pier was submitted to NSC on 21/03/2024 (24/P/0615/AIN) – a response is due 19/04/2024.

#### Consultations and Applications to be Submitted in the Next Quarter

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

HB advised the draft Master Plan was meant to be issued in 2019, and when asked when it would be available she was told it would be ready at some point in the future. HB is not satisfied with this answer and said it is important this document is published as it would show the plans for the greenbelt.

JC said that the Government advises all airports to have a Master Plan to help inform local businesses/ parishes of the aims/plans of the airport and Bristol are working on theirs.

The plan was put on hold due to Covid and then the 12mppa planning application. The Master Plan does need to be completed and they are working on this and as soon as a timetable is ready this can be



provided to the ACC. The airport said they can make sure there is a session for the draft Master Plan to be discussed with the ACC.

HB believes it is unfair for the Parishes to be told the greenbelt will be removed but not given an explanation as to why.

TD said that NSC are still waiting on a response as to why the Airport wish to be removed from the Greenbelt. NSC are wanting to understand the request.

MS said that NSC have released their draft Local Plan showing the majority of the existing airport site removed from the greenbelt. This was to reflect the 12mppa planning decision. The purpose of a greenbelt is to prevent coalescence of settlements and urban sprawl. The airport greenbelt is a carpark and buildings, including Lulsgate House. Therefore, it has lost its purpose as a greenbelt and it is difficult to see how it can go on being described as a greenbelt.

TD told the committee that a NSC officer was approached by the airport for the request of the greenbelt being removed. That officer has now left the council and the rest of the council do not understand why the airport wish to be removed from greenbelt.

DH asked TD to find out from NSC the facts of what was discussed rather than speculation-

JSt queried whether the Airport Master Plan document will make it clear what Green Belt land is affected.

MS Yes this will be made clear.

## **REPORTS FOR INFORMATION AND QUESTIONS**

### **3200. Statistics (report attached)**

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

No questions

### **3201. Reports:**

- Draft Minutes – Environmental Effects Working Party and Environmental Monitoring Report (on website)  
HB asked that dispensations are included in the AMR, the information should not just be the number but also the reasons for the delays.  
MS said the dispensations are included but are not broken down into the reasons. HB's request for more detail to be added was noted.
- Bristol Airport Local Community Fund (on website)  
HE gave the committee an update.

He confirmed the new requirements/criteria for the community fund has now been agreed and is live on the website. The aim of the fund is to mitigate the impact of the airport on the local community.

In the main Community Fund there is £100,000 available.

There is also a new Diamond fund with £50,000 to help schools, scouts, guide groups, sports groups etc with grants up to £1000.

The noise mitigation fund has been increased to £200,000.

All information and application forms are available on the website.

- Transport Forum Minutes  
No meeting since last meeting.  
JSt encourages the Transport Forum committee to meet as regularly as possible as it has a huge impact on the local parishes.

### **3202. Items of General Interest**

JP was disappointed that the last Disability Forum meeting had to take place in the Silverzone conference centre due to a mix up of the meeting room.

JM said she was unsure why there was a double booking but will ensure it does not happen again.

JP advised she was shocked by the figures of passengers needing assistance. There were 450 special assistance cases over one weekend including 35 people on one flight, the numbers are increasing for those with disabilities.

DL confirmed there has been a 40% increase since 2019 for people travelling with a disability.

HB asked that as this is a growing problem will the airlines be allowing extra scheduling time to allow those with disabilities to get on and off the aircrafts. A buffer time should be put in to allow for passengers with disabilities.

DL this is an issue for airlines, it is not something BA can influence.

JSt should airlines not be represented at the ACC?

DH confirmed they are represented but the member was unable to attend this meeting.

JM suggests that a member of team comes and talks about passengers with reduced mobility and how they board the airlines.

### **3203. Notification of Items of Business for the Next Agenda**

Security technology update

HB- Master Plan

HB- Coordinated slot coordination- ACL

### **3204. Any other business which the Chairman deems to be urgent**

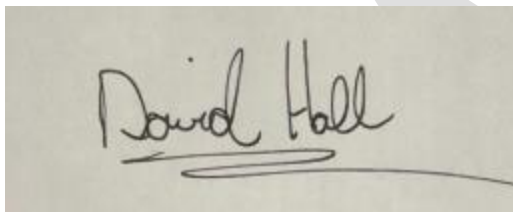
AMR will be circulated with the minutes. It has been submitted to NSC as per the 12mppa planning condition for the deadline of the end of March, once comments are received from NSC it will be published.

DH advised the committee that JM is retiring from the airport and thanked her for her continuous support.

JM thanked the Chair and the committee for the debates and input from the committee.

The members of the committee all shared DH in thanking JM for her support over the years.

**Meeting closed 5.00pm.**



David Hall