

Airport Consultative Committee

ENVIRONMENTAL EFFECTS WORKING PARTY

17th September 2026 @ 10.00 hours,

Meeting held at Lulsgate House and virtually using Microsoft Teams

Draft Minutes of the Meeting

Present:

David Hall, Chairman (DH)

Beth Wingfield , Bristol Airport (BW)

Sundar Muthuganesan, Bristol Airport (SM)

Jill Patch, Winford Parish Council (JP)

Hilary Burn- Cleeve Parish Council (HB)

Andrew Goodchild, Head of Planning and Growth, Bristol Airport (AG)

Alicia Fox- secretary

- **Apologies for absence**

Lindsay Howe North Somerset Council (LH)

Shaun Luckham- Wrington Parish Council (SL)

Dee Mawn, North Somerset Council (DM)

- **Minutes of the previous meeting held on 8th July 2026**

The minutes were agreed as a true record of the meeting.

- **Matters arising from previous meetings**

-JP- Who decides if planes are diverted in a thunderstorm?

JP asked this question in the ACC and received the answer from NATS that it is the pilots who make the decision.

HB had reports of flights dropping on final approach, following the meeting BW investigated this but was unable to identify the flights without more information and HB confirmed that she was not in a position to provide times/dates to enable further investigation.

- **General Sustainability/Environmental Compliance Update: Andrew, Beth and Sundar**

AG highlighted that the Energy Centre was on track to complete in October and will be supplying heat to the terminal using renewable energy.

Recycling rates this year are at 87%, 17% over the target which is very positive.

The Government, via Innovate UK have allocated £7.3million to 8 projects under the banner of zero emissions flight demonstrator projects. 5 of 8 projects are in the South West and Bristol Airport are partners with 3 of those projects, including the project which received the highest allocation.

The 3 projects in partnership with the airport are focussed on:

- Test flight of a hybrid hydrogen aircraft
- A Liquid hydrogen refueller trial
- A Liquid Hydrogen Supply Assurance and Architecture Study

6 EV Landside Buses are now operating with 3 new EV Vans coming into operation by the end of the year. These replace diesel and HVO vehicles as part of the Sustainability Strategy and ECCAP commitments.

One of the projects is the “Test flight hybrid hydrogen aircraft” this will involve modifying an existing turbo prop 2 seat aircraft.

DH asked if a jet engine could run on Hydrogen

SM- said at this stage it is unclear.

JP- When will this test happen?

SM- Confirmed the trial will take place in 2028 and there will be a big event showcasing it.

JP- If it doesn't work will the pilots be able to switch back to an alternative fuel source?

SM- Confirmed there will be a fail safe alternative fuel if needed.

HB- Said that 3 organisations submitting evidence to the draft Heathrow Expansion National Policy Statement (HENPS) policy for Heathrow had offered evidence that aviation emissions cannot be reduced in time to meet the Net Zero target? How do you see that playing out? Aviation is behind the curve, how can you (Bristol Airport) speed it up?

SM- Advised that the projects they are participating in will help to speed it up. The manufactures are Airbus and Boeing and if the concept can be proven and show them the possibilities of using alternative fuel types it will help to encourage them to build the aircraft. All the airports can do is encourage the change and be supportive by insuring the infrastructure and groundwork is completed.

HB- When do you think you see hydrogen aircrafts coming into use?

SM- The White Paper that Airbus and Sustainable Aviation has put out aims for 2035-2040.

- **Ground Noise Management Scheme: Beth**

Slide 1

HB had submitted questions in advance, and these were covered by the slides included in Appendix A and also the Approved Ground Noise Management Scheme (GNMS) being finalised by BW which will be shared.

HB asked if the report will be going on the website? The details are not currently available to find out at the moment.

BW- Confirmed it will go on the website on the GNMS had been formatted

JP Asked if it is only one ground noise monitor? As both her and HB have requested two.

BW- Confirmed there is one monitor.

She is working on calibrating the information from the monitor to take out the aircraft noise so it only monitors the ground noise. Once this is verified it will be available on the website for anyone to track.

AF asked if the link can be shared with her so she can notify the members.

BW- Confirmed she will do this.

HB asked why the wind direction will not be included?

BW- the monitor does not collect information on wind direction as it is a noise monitor. Wind direction is a separate issue that needs to be looked into alongside the data collected by the monitor.

HB- Said she feels the wind direction is one of the most important factors that has an impact on the noise for local communities and asked BW to confirm if this will be investigated?

AG said that they appreciate and understand wind direction does impact the local communities. This monitor is specifically to monitor the activity taking place on the apron which is the factor which the airport team can influence. The data collected will be used to determine what can be done to help limit noise. Once the noise factors on the apron are established and looked into how they can be reduced this will have a positive knock on effect for the communities regardless of the wind direction.

Doing it this way allows the Airport to cut into the ground noise in a meaningful way looking at peaks and troughs of ground noise.

HB- Local communities know ground noise is going to increase, there is no target dates for a reduction. She said the Airport will be at 12mppa before any solutions to reduce the noise are implemented. HB said she is disappointed with what has been done so far.

AG noted that the work that has begun as part of the GNMS is described on the next few slides and asked that the meeting reflect on this before concluding about the merits of what has been done.

Slide 2

No questions

Slide 3

DH- Asked what sort of engine is the APU?

BW- Confirmed they are a smaller power system that kicks in before the main engines. It is not as loud as the jet engine, but they are a necessary for aircraft to start their main engines to flush the air through and cannot be phased out, at this stage. The Airport are, however, are looking to reduce the length of use of APU's by phasing them out for use on the stands which is where the fixed electrical ground power can be used.

HB- How many APU's will be used at any one time?

BW- Cannot give this number as it can vary. There is a natural restriction on how many there will be and there are also time limits as to how early the APU can be activated.

HB said that with an increase in aircraft movements it will mean more APU's, it seems there isn't anything the Airport can do about it?

AG- all the work on the apron is about reducing the ground noise which includes the reduction of APU's but as it stands they are a vital part of the aircraft process but understand they are noisy and if there are changes in technology it can be revisited.

Slide 4

JP asked if there will there be proper acoustic fencing?

AG confirmed that acoustic fencing will be used, it is placed horizontally which is designed to stop sound noise penetration.

Environmental Compliance Update

The current noise insulation scheme window closed on 1st September, the airport received 49 applications resulting in additional funding being committed totalling £269,000 which means every eligible applicant received funding.

HB- The track keeping only goes up to 4000 feet but with proposed airspace changes there will be a lot of flights at 5000 feet, how will these feed into noise?

AG- There will be a separate noise assessment as part of the Air Space Change proposals. They will consider the flight path and the noise impacts on the local communities. A team member attended the Airspace Change consultation event in Glasgow earlier this year and there were booths being used where you can put in an address and hear the noise with and without the airspace changes,

HB- when will the consultation be?

AG- the team will confirm the process and timescales at the ACC meeting. A lot of technical factors need to be fed in, including movements to other airports and military movements and simulations have been and continue to be undertaken. All of this needs to be considered before consolidating the information ahead of the consultation.

HB would like to know what relief will be given to residents in Cleeve? They have always been promised with airspace changes there will be relief given.

AG- The closer to an airport you live the less likely it is of aircraft relief. The best way to provide relief to those living closer is by using quieter aircraft.

JP- Asked if flight paths changed recently? You used to witness aircrafts a lot in Bath in the precinct but noticed they were all coming in on a different trajectory.

AG- There are 3 broad areas that are used for navigation when planes take off and on landing. They are Burton for flights heading to/coming from the likes of the Canary Islands/Portugal, in Wales for flights to and from Ireland and the rest head to a point past Bristol/Bath before heading towards London Airspace. They now use transponder locations and potentially that could be different to the landscape features which were previously used. There is an appendix in the 15m ppa application (to Chapter 9 (Landscape and Visual Impact) of the Environmental Statement which explains this in more detail.

JP there seems to be less complaints coming in from Corsham/ Bath.

- **AOB topics for future sessions**

BW noted that in January, the summary of activity in 2026 would be the focus

- **Dates for future Meetings 2026:**

7th January 2027 10.00-11.30

