

23rd October 2024 @ 14:30 hours

Meeting held at Lulsgate House and virtually using Microsoft Teams

Agreed Minutes of the Meeting

Present:

David Hall, Chairman (DH)

District Councillor Thomas Daw, North Somerset Council (TD)

Councillor Izzy Russell (IR)

Councillor Hilary Burn, Cleve Parish Council (HB)

Councillor Jill Patch, Winford Parish Council (JP)

Councillor Roger Wood, Yatton Parish Council (RW)

Councillor Barbara Harland, Backwell Parish Council (BH)

Simon Crew, TUC, Bristol and South West Region (RC)

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

Dave Lees, Chief Executive officer, Bristol Airport (DL)

Neil Bromwich CBI (NB)

Wendy Walker, ABTA/GTMC (WW)

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

Also in attendance:

Claire Hennessey , Planning and Sustainability Director, Bristol Airport

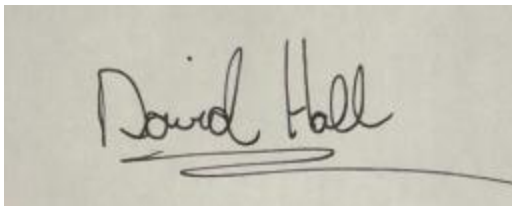
Tracy Comer, Media and Community Relations Manager, Bristol Airport

Ian Drury, Head of Corporate Affairs, Bristol Airport

Matthew Sharp, Planning Manager (MS), Bristol Airport

Harry Ellis Corporate Affairs Executive (HE), Bristol Airport

James Cox, Public Affairs Manager, Bristol Airport

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Andrew Goodchild, Head of Planning and Growth, Bristol Airport

Sam Goldsworthy, Operational Planning Manager, Bristol Airport

Daniel Samson, Sustainability Partnerships and Carbon Manager, Bristol Airport

Shaun Browne. Head of Airline Relations, Bristol Airport

Richard Cann, ACL

Alicia Fox- secretary

3 members of public (2 on Teams and 1 in person)

3224. Public Participation

Questions were submitted in advance of the meeting. The questions and answers were circulated

to the public and members prior to the meeting and can be seen below.

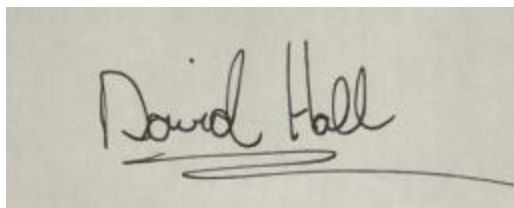
Mary Collett

Since the 12mppa planning conditions for Bristol Airport have taken force, the quota for night flights has changed from 1,000 night flights in winter plus 3,000 night flights in summer to 4,000 night flights over a 12 month period. Yet Bristol Airport are still reporting night flights on a seasonal basis. EVERY other metric is reported for the calendar year: passenger numbers / ATMs / shoulder flights - even noise quotas (which are split into different counts for summer and winter) are reported for a calendar year.

So, it seems bizarre that night flights are still reported split across years for summer & winter (e.g. summer 23 - winter 24) when there's now just one yearly quota.

The relevant planning condition is listed below: (Appeal Decision APP/D0121/W/20/3259234 (p98)

17) The total number of aircraft movements at the airport including take-offs and landings between the hours of 23:30hours and 06:00 hours for 12 months (for the avoidance of doubt

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this will be two adjoining seasons of Summer and Winter) shall not exceed 4000.

The condition specifies that the two seasons of summer and winter are joined together for a 12 monthly quota, but it doesn't specify when that quota should start.

I would like to request that Bristol Airport liaise with North Somerset Council planning department to organise that night flight figures are presented in line with the way passenger numbers, aircraft traffic movements, noise quotas, and shoulder flights are recorded. Nothing in the planning conditions preclude this alteration.

This would simply aid transparency of figures for all parties involved.

It would follow that dispensation figures would be treated similarly and reported alongside the night flights on a yearly basis.

If Bristol Airport (or North Somerset Council) don't consider this to be a reasonable request, then I would ask them to explain why splitting the reporting of night flights and dispensations into summer and winter periods is still necessary.

Answer from Bristol Airport:

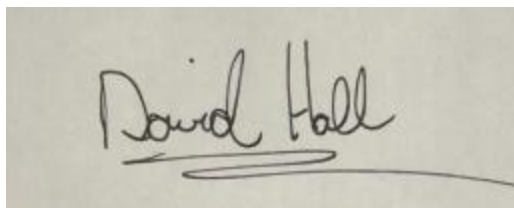
Aircraft slots are allocated to airlines on a seasonal basis. Seasons are defined by the International Air Transport Association (IATA) as:

- Summer Schedule – begins on the last Sunday of March and ends on the last Saturday of October
- Winter Schedule – begins on the last Sunday of October and ends on the last Saturday of March

This is the system that is applied worldwide. For scheduling purposes, it makes sense for the planning condition to align with the IATA seasons. This is how we've been reporting night flights under the 10mppa planning permission since 2011 and this is how we've continued to report them

under the 12mppa planning permission, as per the condition. Our night quota counts are also monitored and recorded on the summer and winter seasonal basis as well.

You are correct that our 12mppa cap, along with ATMs and shoulder periods are recorded on a calendar year basis and we do appreciate that the differing timeframes need to be considered when monitoring the Airport operations. However, as noted, the seasonal

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reporting for night flights and quota counts has been underway for a considerable amount of time. It aligns with the IATA season schedules and we see no reason to seek to change it. The planning conditions are completely visible for everybody to see, we are managing operations in line with these conditions and reporting accordingly in a transparent manner. All quarterly reports are sent to North Somerset and are also published on our website.

Jackie Head's questions

Having read your 2023 annual monitoring report, I feel I have a good sense of a lot of work going on to seek to reduce scope 1 & 2 emissions at the airport. This is to be commended.

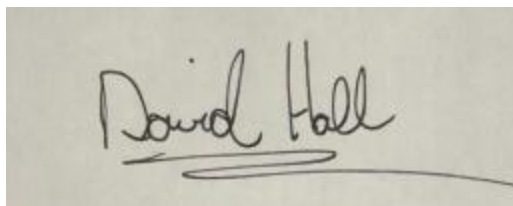
However, can we talk about the elephant in the room: the high levels of emissions being produced every day by the planes in flight and that fact that, rather as a cigarette packet enables easy access to damaging cigarettes so too the airport facilitates easy access to flight, which, as we all know will be the highest element of any persons annual footprint.

Whilst an annual family holiday may be an understandable want, the airport is supporting airlines in actively promoting frequent flying, flying on journeys which could be completed in lower emission ways, weekend trips and short breaks and even day flights.

Q. What is the Airport planning to do to encourage people to make better carbon footprint choices by limiting their own flying?

Response from Bristol Airport:

The majority of passengers who use Bristol Airport are not frequent flyers. Passenger surveys undertaken in 2023 and 2024, found that 75% of passengers are flying three times a year or less. 31% of those surveyed were flying just once a year. How and when people chose to travel is a choice and this is a choice that our passengers make before or at the point of booking a flight with an airline. Most airlines now offer the opportunity for passengers to voluntarily offset flight emissions, with easyJet and Ryanair providing carbon calculators to calculate the emissions associated with a given flight and to make a contribution to projects that offset flight emissions. As an airport we are focused on operational areas where we can make the most difference to

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flight emissions including:

- Driving performance on Continuous Descent Approaches eliminating the need for extra thrust associated with a stepped descent and reducing emissions.
- Working within agreed Quota Counts that require airlines to transition to more modern, efficient aircraft such as the Airbus A320neo and A321neo and the Boeing 737 MAX. which produce less emissions (a 15-20% greater fuel efficiency than previous generation aircraft). In 2023, 22% of all movements were undertaken by these more modern, efficient aircraft.
- Working with National Air Traffic Services (NATS) on airspace modernisation to minimise miles flown, reduce hold times and ground delays. Modernising airspace in the UK has potential to reduce emissions by up to 20% by 2050.

Outside of airport operations we are active partners in Hydrogen South West and Hydrogen in Aviation, and members of Sustainable Aviation working together with industry partners and experts to decarbonise the sector and support the development of zero emissions flight. This includes exploring how we can support the uptake of Sustainable Aviation Fuel, and work to develop an understanding of the hydrogen infrastructure that will be required at Bristol Airport to enable commercial hydrogen fuelled flights by 2035.

Q. In particular what involvement does the airport have in encouraging day trip flights to beaches and holiday destinations? Is this something you are consulting with airlines to discourage given the huge carbon footprint of such activities.

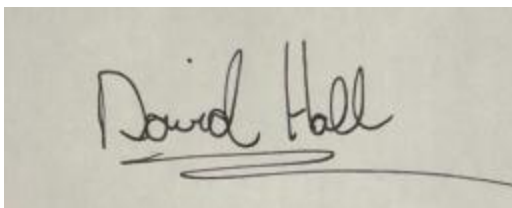
Response from Bristol Airport:

We don't do any promotional activity on day trips and positively avoid this. The responsibility for selling fares lies solely with the airlines. It is very difficult to fully assess day trips as a proportion of Bristol Airport traffic, as one passenger could fly out with one airline and return with another, but our estimate is less than 1.0% of total passengers are travelling on day trips.

Q. Are you or your staff aware of or engaged with the Facebook group ;Extreme Daytrips from Bristol Airport?

Response from Bristol Airport:

Bristol Airport does not support or have any involvement with this group of individuals on

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Facebook.

Q. MC asked why the aircraft slots are allocated on a seasonal basis, but why nighttime flights different? Is it possible within the AMR to include a report on a full calendar year of night flights? Full figures do not seem to be included within the AMR.

SG confirmed that the planning condition allows 4,000 night flights across a consecutive summer and winter season and we will continue to report on this basis. However, for the purposes of the AMR, he advised that we can also present the information on a calendar year basis if that helps.

Q. JH said that from the passenger surveys in 2023/24 which showed 75% of passengers flying 3 times per year or less. She asked what number of passengers participated in the survey and what percentage do these make up of total passengers? What is the airport doing to address frequent flyers about their carbon footprint?

CH advised that the Airport will look at the response rates and come back with a written response.

Bristol Airport believe they have already responded to the point on frequent flyers.

JH disagreed that the response covers her question around reducing frequent flying.

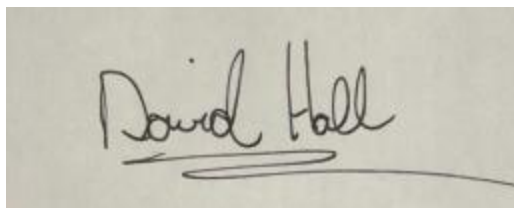
DL confirmed that the Airport are working within Scope 1 and 2 and are also working on Scope 3 with the airlines on how to reduce their carbon footprint. The aim is to fundamentally improve the carbon footprint of aviation, however the view on who is a frequent flyer is subjective. DL said he believes by working on Scopes 1,2 and 3 they are already tackling the issue around carbon footprint.

Q. JH asked again what are you doing to contact the 25% of frequent flyers to get them to reduce their carbon footprint and discourage the frequent flying?

DH responded to JH as Chair of the ACC, not on behalf of the Airport and said in his view the Airport is a business and therefore needs to be able operate as such.

DL confirmed to the committee that the above comment was not made by the Airport. He advised that the Airport is a responsible business, and they provide a critical service for the whole region. Frequent flying is a personal decision and is part of living in a democratic environment.

TD highlighted that South Wales Airport is getting subsidies from the Government but as a region

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is successful therefore shows an airport is not vital to a region to be successful.

DL responded to the point made by TD and confirmed that Bristol Airport do provide a lot of services to South Wales.

3225. Presentation from ACL

The Slides for the presentation are attached as Appendix A

Sam told the committee that ACL are the largest coordinator in the world and their role is independent and not influenced by airports/airlines. He advised they sit in between the airlines and airports with a set of rules as to what can be done.

He said that ACL look at infrastructure as a whole and receive significantly more requests than they can allow and need to comply to limits that are granted for each airport.

Slot coordination has always worked within a summer and winter season. The Local Rules allow them to set out the rules for working out the split for the summer/winter seasons. Twice a year the allocations are given after reviewing the slot requests. ACL constantly monitor how the slots are used, if they are not used properly they are withdrawn and reallocate.

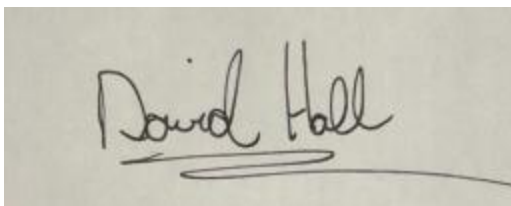
Common themes of local rules are to not breach the night caps. They work with the airports and collaborate to not breach the night cap at the end of the season. The Local rules help to manage this.

When ACL think there is going to be a breach they act early enough and talk to the airlines concerned to review their schedules and move away from the night movements to avoid the breach. It is not just ACL who raise concerns around a potential future breach, the airlines and airports also do this. They then work together to get back on track.

Each aircraft type has a number allocated to it, this is so they can be identified and monitored.

Q. HB asked what happens when in the foreseeable future due to capacities delays will happen on a more frequent basis. Therefore aircrafts will not meet the grace period. How long do you allow for turn around time?

Dan confirmed ACL do not allow for a grace period, if flights do not come in within the allocated 15 minute slot and go into the night flight they would then the airline would have that flight classed as a night movement.

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HB said that between June- September there have been an additional 4 flights per night being late.

Dan advised that regulation does not allow ACL to act on that. They cannot take the slots away from the airline once they have achieved the right to hold it. Night management is a collaborative approach to work with the airlines to ensure they are on track to stick within the seasonal quota. That may mean some flights need to be de-scheduled.

HB told ACL that their website does not mention the community once

Dan responded saying that the community is not part of ACL's remit.

DH reminded members the meeting is about the work of the ACL not to discuss dispensations.

Q. HB asked if ACL putting pressure on the airlines to remove the argument of unforeseeable reasons?

Dan confirmed that ACL cannot put pressure on the airlines, the burden is on the airlines to prove unforeseeable circumstances. Each season the airlines review their slot times from A to B, it is extremely difficult to get it right. There can be regular airspace closures and other reasons why an aircraft may not meet their quotas.

Q. TD asked if ACL want to do more, but are restricted by Government?

Dan advised that ACL are limited with the powers they hold within the field. It is the airline community that need to manage what flights they want.

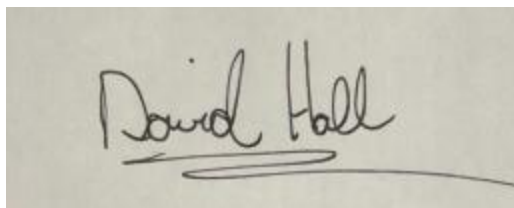
Q. TD asked what happens if a dispensation is not granted and an airline goes over by 1 flight?

Dan confirmed they would then need to bring another flight back into the day time.

Andy- Aircrafts are good at making the adjustments they need to ensure they meet the quotas.

The airlines take it very seriously and do not want a breach.

JSt said he feels there are 2 discreet areas- slot allocation process and the planning conditions with Bristol Airport. The slot allocation and coordination plan is capable of enforcing the night flights, however the element of enforcement is missing. He said it feels like ACL should be able to

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do more and asked what is the solution the communities face with the breaches of planning conditions? He would like to ensure there are adequate measures taken to prevent the law being broken.

DH- it seems you are talking about the Local Rule and dispensations rather than it being questions for ACL. DH then asked the Airport if there are breaches of planning conditions?

AG confirmed there have been no breaches made, if it were being suggested the Airport use the Local Rule to avoid falling outside the quotas the airport is allowed then it needs to be raised with NSC as they are the monitoring body.

DH confirmed if there have been breaches it needs to be raised with NSC.

Q. IR asked how many fines have been made to Bristol Airport and how many times has a flight been flagged by ACL even if not reached the fine stage?

Dan said there have been no formal letters or queries to airlines.

TD said he was told ACL control the fines for night flights, now being told it is NSC. He said there needs clarity on who is responsible for the fines? Understanding from speaking with officers at NSC is that it is unclear as to who allows the dispensations.

DH addressed the committee and said the Airport were unaware of any disputes but if it is believed there is any improper practice or misreporting then it needs to be raised with NSC.

AG confirmed if NSC dispute their reports then they raise it and it is recorded within the reporting.

HB- CAA data matches the Airports data but positioning flights- are these counted as dispensations flights.

Sam confirmed that if the flights are positioned then they would not fall within a dispensation.

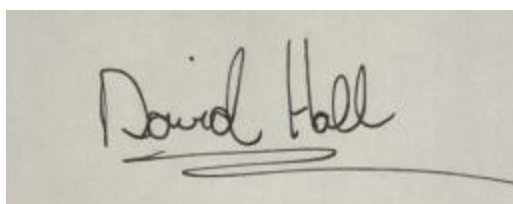
Q. HB- flight tracker to show flights, it appears to show far more flights than those being recorded. Is

it accurate?

DL highlighted that there has been a meeting to discuss dispensations, and the Airport believe they are doing everything they can to comply.

DH thanked ACL for their attendance.

IR- Asked if the committee could think who is missing from the room or other stakeholders that

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would be beneficial.

3226. Insp. Christian Gresswell- Police update

Insp. Gresswell was unable to be present at the meeting but sent in the below report.

As the passenger numbers here at the Airport continue to increase, so does the demand on policing. The summer has seen an increase in the number of crimes committed at the Airport, in line with the increase in passenger numbers, however the demographic of the summer demand does generally mean that incidents of disorder are relatively low. This contrasts with the September/October period where we generally see an increase in disruption as the number of single sex groups increase.

The threat of direct action against UK airports and aviation from climate protest group Just Stop Oil has been present throughout most of the summer. Although we saw little activity at Bristol, we spent time planning and preparing a police response to any possible activity.

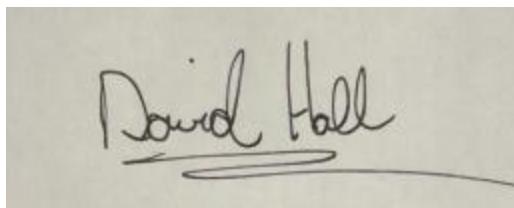
Equally, the summer Euro's football tournament in Germany is another example of time and energy being spent to ensure an effective police response should it be required. We had Avon and Somerset's dedicated Football Officer's working at the Airport for the duration of the tournament, engaging with fans, helping ensure that operations at the Airport remained peaceful and acting as a link with authorities across in Germany.

I am currently in the process of recruiting an extra Sgt and PS Dani Hardaway will be joining the team next month. There is also an active process underway to recruit extra PC's to the unit, and when in post this additional resource will help provide extra resilience and ensure that we can continue to contribute to a safe environment for passengers and staff here at Bristol.

JP was disappointed that only 16 parking fines had been issued.

JSt was disappointed the police were unable to present

3227. Apologies for Absence

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Insp. Christian Gresswell, Bristol Airport

Cllr Catherine Gibbons, Weston Town Council

Cllr Laurie Vaughn, Wrington Parish Council

Hannah Pollard, Head of Sustainability, Bristol Airport

3228. Declarations of Interest for Local Authority Elected Members

None

3229. Minutes from 17th July 2024 (previously circulated)

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

The minutes were agreed as a true record.

- Matters arising from previous meetings

TD- asked officers of NSC if the speed could be monitored around Cooks Bridle Path, they advised him it is not covered by NSC and it falls under the police remit.

The Airport team advised they would take this away and pass on to the Airport Police.

3230. Chief Executive Officer Report

Attached as Appendix B

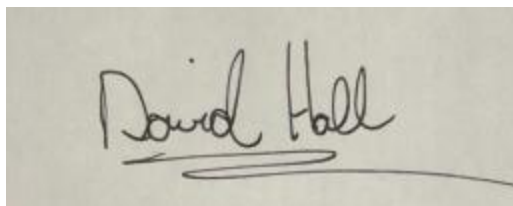
The report was circulated in advance of the meeting.

DL opened to members for questions after confirming in addition to the CEO report he could now confirm that the Airport have completed all elements of next generation security, they believe they are the first airport in the county to achieve this.

Q. JSt Asked DL who the Airport consider as their customers, airlines or passengers?

DL confirmed the Airport consider both airlines and passengers as customers.

JP Told the committee after traveling through the Airport last week she was disappointed by the

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large queues for security. She felt this was down to the fact people still needed to take belts and shoes off.

DL advised the committee that there are significant differences and improvements with security. There have been no large queues recently with one exception where queues exceeded 20 minutes. Some of the positive improvements with the new scanners include keeping electronics and liquids in bags. 100% of passengers are scanned rather than the previous 25%. The accuracy of the scanners for people and bags is significantly more accurate.

3231. Questions from members

Answers to the questions submitted in advance were circulated prior to the meeting and can be found in Appendix C.

HB advised she has supplementary questions which will be put in writing and submitted.

The main point HB wanted clarity on was who fines for dispensations. There were 700 additional night flights have gone through as dispensations, and she does not believe they all have genuine reasons.

Q. Who would be responsible for issuing them with a penalty?

DL confirmed the Airport already proactively work with the airlines to reschedule movements, unfortunately the local community would not see this work that is being done behind the scenes.

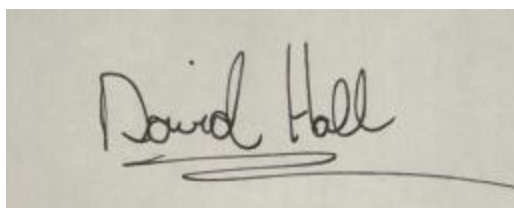
HB asked if the Airport are saying they will not fine an airline.

DL confirmed the Airport hold the right (although not in writing) to issue a fine but have not done so to date.

JSt said that he was sympathetic to the complexity of the system around dispensations but feels if the Airport could produce more information, it would be beneficial for local communities.

Q. HB asked if there have there been any incentives put in place to encourage airlines to avoid needing to rely on dispensations?

SB reassured the members that the data on night flights show a reduction compared to last year. Movements are reducing even though passenger numbers are increasing. Pre covid and pre-Ukraine war there were a lot less late running flights and they are hopeful to see this trend coming

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back.

SB told the committee he and his team are passionate about improving the type of aircraft operating from the Airport and actively encouraging more Boeing Max/Airbus Neo aircraft. Easyjet have the

highest number of quieter aircraft operating from the Bristol base compared to their other UK bases. Considerable sums are being invested by the airport through incentives for airlines to use quieter aircraft

and the statistics show huge improvement to noise levels.

3232. Planning update

12mppa Planning Permission

-Condition 5 (23/P/0176/AOC) – methodology for remaining within the 12mppa cap was approved by NSC on 17 September.

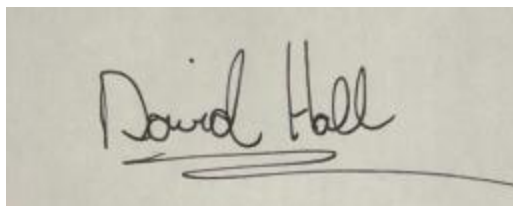
-No 12mppa conditions currently with NSC for consideration – the next set we submit will be in relation to the West and South terminal extensions.

-Skills and Employment Plan approved.

Update on Other applications submitted to North Somerset Council

-An application for two-storey slot-in extensions to the south of the existing terminal at the first floor and mezzanine levels was submitted in June. The proposal enables additional wings on the east and west of the consented 12mppa south terminal extension. The application was approved on 23 September. (Ref 24/P/1244/FUL).

-An application to vary condition 3 of planning application 23/P1637/FUL (Cogloop2 Temporary Consent) was submitted in August 2024. The application sought to vary the seasonal constraint allowing vehicles to be parked up to 31st October, rather than 1st October. The application was approved 3 October. (Ref 24/P/1655/FUL)

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-An application to discharge 11 conditions relating to the MSCP2/PTI was submitted on 30 August 2023. (Ref 23/P/1884/AOC). 10 of these conditions were approved on 16 October. Landscaping is the only outstanding condition which we are trying to resolve.

Permitted Development Consultations

-A permitted development consultation for new accommodation for EasyJet personnel was approved 19 August (Ref 24/P/1432/AIN).

-A permitted development consultation to widen an existing taxiway (Foxtrot) was approved 19 August. The widening would enable a full code C aeroplane to use the taxiway. (Ref 24/P/1469/AIN).

-A permitted development consultation for the creation of an additional gate was approved 11 September (24/P/1676/AIN).

-A permitted development consultation for the creation of an additional aircraft stand was approved 4 October (24/P/1880/AIN)

Currently no live PD consultations with NSC.

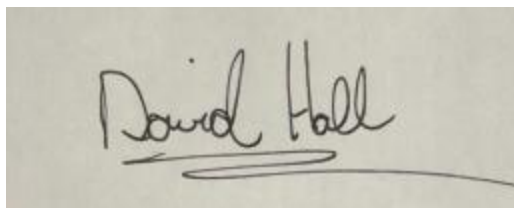
Consultations and Applications to be Submitted in the Next Quarter

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

Q. HB asked the Airport why they have not got cattle grazing for Cogloop 2? Why has the Airport used an alternative grazier?

MS Confirmed the cows due to be on Lulsgate Wood was one of many measures the Airport have been working on to boost biodiversity. He advised it is unfortunate the cattle have been unable to graze due to them

having TB. As we head into winter, it's too late in the year now for cattle, but we will focus efforts on getting cattle onsite next spring. Other measures have been very successful and he confirmed

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the mineshafts have been capped and insulated there is evidence they are been used by Lesser Horseshoe Bats.

TD confirmed that NSC are happy with the biodiversity measures the Airport has done despite the cows not

being placed for grazing.

Q.HB asked if there has been any movement on Multistorey carpark 3 as passenger numbers are due to be at 10.5million this summer?

MS confirmed there is no update on multistorey 3 to report.

AG told the committee he was pleased to confirm the Airport will begin a consultation on the Master Plan before the end of the year. In the next few weeks they will be reaching out with information around meetings/events that people can attend for information and details on how to submit responses.

He also confirmed an additional ACC meeting will be held in December to discuss the Master Plan and go through any questions members have.

Q.HB asked if there is a new planning application coming out in 2025?

AG advised that it is too early for the Airport to confirm if there will be an application submitted in 2025 but they are happy to discuss future plans set within the Master Plan at the ACC meeting in December.

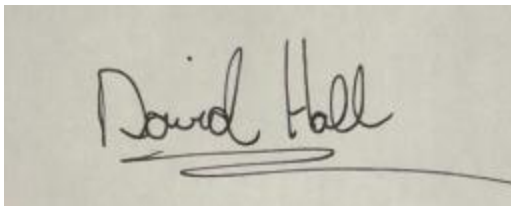
Q. TD asked why the Airport submitted an objection against the proposed solar panels farm in Wrington?

MS confirmed that the airport have not submitted an objection they are just seeking further information on glint and glare and seeking a wildlife management plan to be provided when the planning application is submitted to NSC.

REPORTS FOR INFORMATION AND QUESTIONS

3233. Statistics (report attached)

(a) Passenger

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(b) Aircraft movements

(c) Flyer volumes

No questions

TD thanked the airport for publishing the reports on the website.

3234. Reports:

- Draft Minutes – Environmental Effects Working Party and Environmental Monitoring Report (on website)- For noting

- Bristol Airport Local Community Fund (on website)

HE- now had the second meeting since the launch of the new fund. They have received over 30 applications and donated more than £50,000 to local projects.

Some of the projects which received funding at the last meeting in September included:

-Cleve Village Hall- £1,600 from the Environmental and Amenity Improvement Fund to go towards constructing a picket fence to the front and rear of the village hall.

- Backwell & Cleeve Community Energy Group received £5,000 from the Environmental and Amenity Improvement Fund for funding towards installing a solar array to the roof of the West Leigh Infant School in Backwell.

- Transport Forum Minutes – No meeting since last ACC meeting- For noting

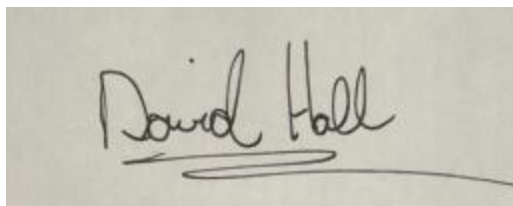
3235. Items of General Interest

JP advised the next meeting for the Bristol Airport Accessibility Forum is on 5th November and will provide an update in January.

3236. Notification of Items of Business for the Next Agenda

Additional meeting on the Master Plan

HB- requested for a presentation to be given on SAF

A photograph of a handwritten signature in black ink on a light-colored background. The signature reads "David Hall" in a cursive script, with a horizontal line drawn underneath the name.

TC- advised the Airport are struggling to find the right person to give a wide ranging presentation to the

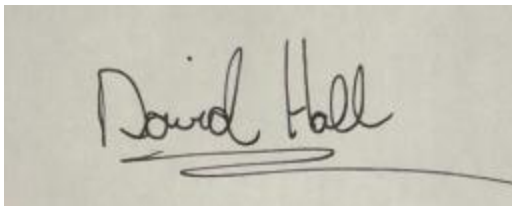
Committee on SAF but they are actively looking into this.

3237. Any other business which the Chairman deems to be urgent

JSt said he feels the interests of Airport and community overlap, for example with - Article 4 directions to address

parking around the airport. He hopes the Airport and Community can continue to work together to resolve issues.

Meeting closed 4.27pm

A handwritten signature in black ink on a light-colored background. The signature reads "David Hall" in a cursive script. Below the name, there is a horizontal line that starts under "David" and extends to the right, ending under "Hall".