

Airport Consultative Committee

ENVIRONMENTAL EFFECTS WORKING PARTY

10th February 2026 @ 9.30 hours,

Meeting held at Lulsgate House and virtually using Microsoft Teams

Agreed Minutes of the Meeting

Present:

David Hall, Chairman (DH)

Hannah Pollard, Head of Sustainability, Bristol Airport (HP)

Beth Wingfield , Bristol Airport (BW)

Sundar Muthuganesan, Bristol Airport (SM)

Gill Patch, Winford Parish Council (GP)

Hilary Burn- Cleeve Parish Council (HB)

Shaun Luckham- Wrington Parish Council (SL)

Joachim Steinbach, PCAA (JS)

Dee Mawn, North Somerset Council (DM)

Alicia Fox- secretary

- **Apologies for absence**

Lindsay Howe North Somerset Council (LH)

- **Minutes of the previous meeting held on 30th September 2025**

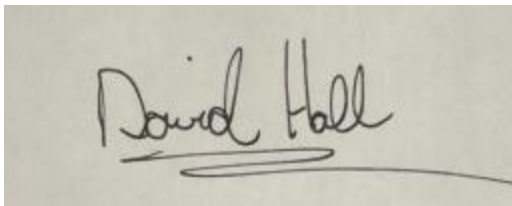
The minutes were agreed as a true record of the meeting.

- **Matters arising from previous meetings**

HB asked if a decision had been made on the new taxi partnership.

HP advised they have partnered with Zoom who started working at the Airport from the end of January 2026. They will have a 100% EV fleet by 2030.

- **General sustainability update Q1– Presentation and slides by HP**

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Slides are attached as Appendix A

The energy centre start date has been confirmed as mid-June with completion to be by October this year.

HB asked how the energy centre will impact surface water.

SL said he noticed significant flooding on Brockley Combe for the first time and is concerned it could be caused by run off from the new hardstanding.

JP confirmed the flooding is near Downside.

HB advised there are two new spring bubbling up which are contributing to the surface ground water.

HP advised that the Airport are continually monitoring the ground water and will continue to do so. She suggested that surface ground water could be a designated topic to discuss.

HP advised all construction work that is carried out must have a report completed to assess any flood risks.

HB said the prediction is that there will be more water and climate change impacts are ahead of where it was expected to be. She would like to know where the water run off from the car parks goes.

JSt has professional advice been taken about water run off?

HP- specialists are consulted and produce reports specifically on flooding,

Beth- The DfT work with the Environment Agency.

HB- Asked were any measures reached at the DfT meeting?

HP- No outcomes were met is in very early stages.

HB- Bristol Airport being on a hill which puts them at an advantage as they won't be impacted, it is the surrounding communities.

HP- The Airport are fully aware of their responsibilities to the local community.

JSt requested the flood risks are seriously monitored.

DM- will also take away to NSC highways team.

HP- will notify when April report is published

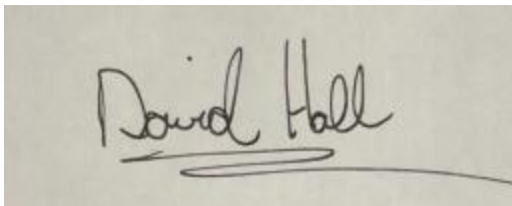
HP The Airline league tables are almost finalised and will advise when it is on the website.

HP advised their focus is around energy and water management to ensure the processes are future proof.

SL are you water harvesting? Is this off the main terminal?

HP- yes, the Airport is harvesting and reusing rainwater at the car rental centre.

They do not currently harvest off the main terminal. Any new developments would also have solar panels installed of the roof..



David Hall

- **Environmental Compliance- Beth**

Slides attached as Appendix A

SL- Which noise contours are you using? The current ones or the new proposed ones if the Landing lights proceed.

BW- we are using the current contours as it would all change if the planning application is approved.

HB- Glad noise mitigation scheme is successful but would like to see KPI's on the mitigation of the noise. Ground noise is significantly increasing and needs to improve. She said she has been requesting monitors for years.

HP- We are getting the monitors installed but until we have the data KPI's cannot be set.

JSt- A timetable should be produced with clear targets.

HP- An action plan is in place, but it needs to be agreed before it can be shared

HB- The noise that needs to be monitored is either ends of the runway to capture the taxiing of aircraft.

HP- There are fixed ground monitors, but they do not specially measure ground noise until that data is produced by the specific monitor. Once data is produced actions can then be set.

HP- Consulted with NATS and NSC and will place the monitor as per the planning conditions for 12mppa.

JP- Asked if the monitor can be moved?

HB- Need to measure both ends of the airport with a westerly and a easterly win.

DM- confirmed that NSC noise consultants are involved with the installation of the ground noise monitor to ensure the data produced is inclusive.

HB is disappointed that a planning condition needs to be the reason that a ground noise action plan is created, it should just be done.

JSt- requests that the NSC use full statutory powers available to them to ensure the Airport is held accountable for the Ground Noise and that it is reported accurately.

DM- Will take comments away from the meeting and pass them on to the planning team.

HP confirmed the ground noise monitor must be in place by 1st June so would be good for some data to be collected and can then be the topic in the October meeting.

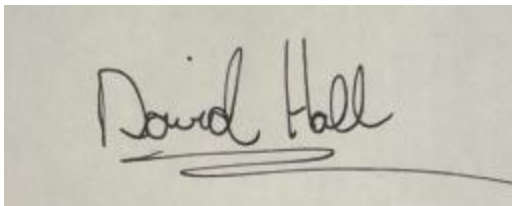
HB when will actions reduce ground noise be?

HP- Existing actions to reduce ground noise are in our 12mppa Ground Noise Management Strategy. once data is produced further actions can be put in place.

Complaints:

BW advised she now looks after the complaints.

BW- One person from Bristol logged 37 complaints.

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One from Wellington- could be a random postcode or were passing through. BW asked whether the committee would like to see the location and type of complaint breakdown.

HB- Agreed that this would be useful. As it stands you can only log one issue per complaint, it would be useful to be able to log multiple issues at the same time.

BW- it is something that can be taken away but needs additional categories and it could be hard to collect the data if multiple issues are logged as one complaint. They do have a lead and a secondary category on the system for logging complaints.

CDA's- target of 95% for 2025 which was hit. Ryanair are continuing to be the most consistent. Easyjet performed at the lowest which will be fed back to the airline. SL- so long as the aircraft meet their targets and slot allocation it goes towards the CDA targets?

BW- Yes that is correct, but it can be external factors such as weather which is confirmed by NATs.

JSt- is there any distinguishing between the noncompliance types of CDA failures?

BW- Advised there is an agreement with airlines to be within the standards and information is consistently fed back to them.

HP- The Flight steering committee meeting is a useful opportunity to feed back to the pilots about issues around CDA's. Ryanair teaches about CDA's at the beginning of their training, but other airlines do things differently.

JSt- are there sanctions imposed for consistently failing to comply to CDA targets?

HP- yes there are sanctions that can be imposed if needed.

BW- reports are produced daily and you see it on a day-to-day basis.

SL asked what was the Airports biggest challenge to increase from the 70% recycling target?

BW- coffee cups are often put in the bin rather than recycling. Working with one coffee partner to ensure their bins are aimed at encouraging recycling.

JP- Asked when can we visit recycling centre?

BW Confirmed a visit can now be scheduled.

Carbon update: Sundar

Slides attached as part of Appendix A

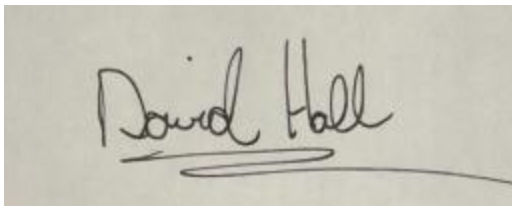
SL- How do you calculate carbon usage from electricity?

SM- explained that the Airport works with energy partners and uses a virtual PPA.

Renewable-source electricity counts as zero carbon; non-renewable electricity uses DESNZ calculation methods. Over the last year carbon from the grid has decreased by 14%. The prior year there was no change so it is could there is now a dip.

SL-Can you calculate nuclear energy?

SM- Currently there is no calculation for this.

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HB- Does the budget impact on the goals needed to achieve ISO 50001? Why are the fixed ground power points not all electrical fixed points? Requested since 2006.

SM- Budget does not necessarily impact working towards the ISO 50001.

HP- they are being phased but will speak to airside op's team to obtain more of a timescale.

HB- Said she would be grateful for an answer for the next meeting.

HP- Within the AMR there will be an update on the noise action plan, it is gradual.

SL- What happens when there is a power cut, how big is the backup generator?

HP- Currently the Airport has accumulated enough power from the grid for that scenario. They have conversations with the grid to ensure there is good resilience in place. The Airport needs to ensure they have back up of some kind and have been looking into onsite battery options.

SL- Batteries would need a system to keep cool which would produce noise. Diesel generators, although producing emissions the noise would be less.

HP- Any plans need a noise assessment to be carried out.

SL What is the new projected energy usage? Charging EV cars/buses and business partner use.

SM- Unable to answer now.

HP- When looking at projections there is a significant jump but unable to predict the figures.

SM- The Airport wants to reduce burning fossil fuels on site so needs to obtain energy elsewhere.

JSt- How would you cope with a power failure? It would have a huge safety implication.

HP- Would need to speak to the engineering team and report back.

HB- In the public enquiry they were told that by 2030 a quarter of all movements would be the old engines but not close to that target.

HP- That was total the airlines, but they are looking at the ones who use Bristol Airport as a base.

HB- leaves a lot of airlines still using the old engines. Please can the Airport advise the number of overall fleets that will be using modernized aircraft by 2030.

HB thanked HP for her presentation at the ACC which was very informative.

HP stated much work had been carried out with a 200 page report by Jacob's being produced.

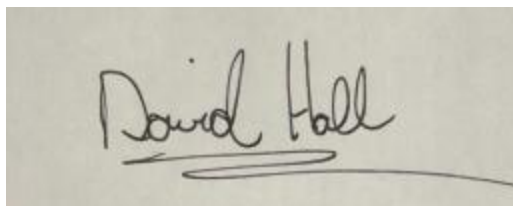
HB advised she had followed up by watching the film on hydrogen by BA and the company called Ultima Forma.

Questions were asked by HB and S.L on the fuelling aspect and leakage as well as employment.

SM stated that the film was not intended to look at the employment issue.

HP said that all issues surrounding hydrogen would be detailed in the future. Currently it is being scaled back due to airports not having the adequate infrastructure and investing in it.

- **Any other business (AOB)**
- **Items for future meetings:**
- **Aircraft emissions**

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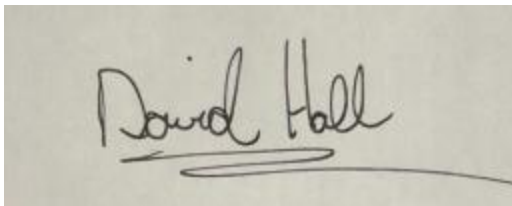
- **Ground Noise**
- **Understanding the timeline of the Ground Noise monitors**

- **Dates for future Meetings 2026**

Previously circulated to members.

Distribution:

Members of the Environmental Effect Working Party, plus the Airport Consultative Committee.

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