

Airport Consultative Committee

ENVIRONMENTAL EFFECTS WORKING PARTY

15th January 2025 @ 10.00 hours,

Meeting held at Lulsgate House and virtually using Microsoft Teams

DRAFT Minutes of the Meeting

Present:

David Hall, Chairman

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

Whitney Love, Sustainability Officer

Daniel Samson, Sustainability and Social Value, Bristol Airport

Gill Patch, Winford Parish Council (GP)

Hilary Burn- Cleeve Parish Council (HB)

Laurie Vaughn - Wrington Parish Council (LV)

Joachim Steinback, PCAA

Lindsay Howe North Somerset Council (LH)

Dee Mawn, North Somerset Council (DM)

Roger Wood- Yatton Parish Council

Alicia Fox- secretary

- **Apologies for absence**

None

- **Minutes of the previous meeting held on 9th October 2024**

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

- **Matters arising from previous meetings**

JSt requested that the Carbon footprint data was made easier to understand.

HP- hopes that this has been achieved in the data provided for this meeting, if it is still not clear enough then they could put together a glossary.

LV asked if the blue loops on the arrivals CDA slide were where the aircrafts are stacked awaiting the landing.

WL- Said she looked into the data and confirms it shows the aircrafts LV were questioning on the departure and arrival tracks were light and training aircrafts at 2000-3000 feet in the daytime. Therefore, this would not have been the reason for the complaints as these were received during the night time.

HP- Confirmed the airport are also proactively identifying other hotspots.

- **Sustainability update– Presentation and slides by HP**

Presentation slides attached as appendix A

JP- Asked where the ground noise monitor will go?

HP- Confirmed that the Airport need to get the location confirmed and signed off before this information can be disclosed.

HB- Acknowledged the great progress which has been made on Scope 1 and 2 but is concerned that there is only 1 ground monitor. She does not see how the Airport can get an overall picture of the cascading noise without multiple monitors. One ground noise monitor is insufficient.

JP agreed that there needed to be a ground monitor at each end of the runway to measure noise.

HP- Said they will share the information about the location of the ground monitor with the working party once confirmed. Having one ground monitor situated was a planning condition of the application for 12mmpa. Although there are no plans at present to have any additional ground monitors the Airport welcomes any constructive comments.

HB- Said that the current figure in the report shows 32.4% ATM are using modern aircrafts. Is it realistic to think the Airport will hit the target that by 2027 75% of ATMs will be using modernized aircraft?

HP- Advised she cannot speak on behalf of the team who are managing the target but she is confident they will meet the figures they have set.

JSt- Asked if it is the airlines who control their fleet rather than the Airport?

HP- Said that it is a two way discussion, but she is not directly involved and is updated by Operation's planning.

HB- Requested if the actual figures could be provided to see the number of flights that make up the 32.4%.

HP- Thanked HB for this suggestion and has confirmed this can be done.

JP- Asked if the figures included in numbers using the A1 include staff?

HP- Confirmed the figures quoted using the A1 are only passengers, but will take the query away and get the figures for staff use.

HB- Said she was disappointed that promises around new the fleet being in place have not been met and it is taking longer than originally said. Even the airlines with newer planes are still operating old fleet alongside there modern aircraft.

HP- Advised she needed to obtain further information around the aircraft fleet's based at the Airport.

DH- Asked who the intended users of the EV Hub are, is it for public/private use? How will it work?

HP- Confirmed the EV Hub will be used by passengers and Airport partners such as the car rental.

HB- Asked if there will be any EV points on the other side of the airport by the terminal building car parks?

HP- Advised there are already some EV charging bays based there but additional ones are being looked into with the improvements being made.

- **Environmental Update- Qtr 4 2024- WL**
Slides part of Appendix A

WL gave a presentation and took questions throughout.

CDA's and Tracking

HB-Asked if the total weight of an aircraft can impact their performance with CDA's? Could that be why TUI have fluctuated so much?

WL- Said that weight could be a factor, and she will investigate and come back to the group.

DH- Asked if WL feels the conversations with the airlines are beneficial?

WL- Confirmed that it helps to build stronger relationships and results in a two-way engagement process.

DH- If issues are raised with the airlines do these get checked on to see if improvements have been made?

WL- Said that any concerns raised with an airline are then monitored and tracked.

JSt- Suggested that partnering with consultants could be beneficial to the engagement of the airlines. He also said that AI may produce an opportunity to feed more detailed information into a monitoring system.

WL- Advised that they have been involved in early discussions with Manchester Airport Group who are implementing BI. This software can take data from spreadsheets and put it on a live feed, it results in a clearer way to represent the data.

DH- Said he believes if AI is used correctly, it will enhance aspects rather than taking away the human element. This could be very useful when it comes to certain aspects of the airport.

LH- Asked if there have been any fines be issued for the airlines not meeting the CDA's?
WL- Confirmed that so far, no fines have been issued, more work is being carried out to identify the noise of the specific aircraft but this is a piece of work for 2025.

WL told the group that they are building better relationships with smaller airlines such as KLM. Even though they are smaller aircraft, if they are not following the tracking this would result in additional noise. WL hopes building those relationships will encourage those airlines to stay within track keeping.

Environmental Complaints

JP- Said she was one of the complainants in December regarding the smell of aviation fuel it was logged but she never received a response.

HB- Confirmed she also smelt aviation fuel but believes it is because the cloud was low and it was unable to be disbursed as it normally does.

WL- advised she will follow up on the complaint not being responded to.

DM- Advised the group to report any smell issues directly to NSC statutory nuisance.

Link for reporting is:

<https://forms.n-somerset.gov.uk/report-request/form/reportnuisance#/1>

HB- Said that the October figure for dispensations has not been shared yet so not a complete year. The figure runs mid-year to mid-year. She requested this information is provided so people can obtain a full picture.

DM- Asked if there are any response targets to complaints received? NSC receives comments around no responses to complainants.

WL- Confirmed the team have a response target of 5 working days for initial contact.

HP- Said that they can track the response rate for complaints so will look into this.

Noise Impacts

JSt- Said he was surprised at the location where the mobile noise monitors had been placed as he expected them to be more specifically around the runway.

WL- Explained that there are very few households directly under the runway, and the boundaries used for the mobile units cover the outlines of the contours.

HB- When runway 09 is in use Barrow Gurney receives noise and there are no recording devices in that direction. The Airport should really be covering the maximum zones not just 5km.

WL- Confirmed they are looking to operate more mobile monitors and are hoping to have 8 in use.

HB- Asked if they will only be looking at daytime noise or covering nighttime too?

WL- As per the planning application they will be sticking with the 7am-11pm but then providing a breakdown of aircraft.

DH- What is the noise monitor?

WL- Explained it is a large tripod with a microphone which once on location is static for at least 2 weeks. The data received is correlated back to aircraft movements using the tracking information. They can then separate out between a modernized aircraft versus an older aircraft. Noise consultants go through the data and exclude any noise which is not an aircraft.

LH- What areas are you looking at doing the mobile recording? Will it be all areas where complaints have been received? It would be useful to get a wider picture.

WL- There will be a continuous program, hopefully starting in April rather than July which will cover areas where complaints have been received.

- **Net Zero Operations Progress – DS**

Slides part of Appendix A

HB- Asked where the Airport are obtaining their HVO , is it locally?

DS- Advised he is unsure of the locality but emissions from HVO differ quite substantially depending on where it comes from and how it is produced. He can get that information and feedback to the group.

HB- The Carbon emissions table could be seen as misleading, as it does not include Scope 3 which covers the flights and surface access. It would be good if this figure could be also be included.

DS- Advised they are working with business partners on how they can also reduce emissions.

JSt- The surface access transport and aircraft are where the airport need to focus on reducing emissions.

HP- The Airport have not shared the data on Scope 3 at this meeting, but will be provided in the Annual Sustainability Report. It is currently being verified by external consultants and once they have that information available it will be shared with the group.

HB- Said the problem with the Airline League table is that they did not include the noncommercial air movements.

DS-Confirmed they have focused on the commercial airlines.

JP- Asked why are the noncommercial movements not being included?

HB- Will non CO2 be included?

DS- Advised they are not able to quantify non Co2 movements at the moment. The data collected through ANONS is geared towards commercial movements.

WL- Confirmed that although it is not included in the Airline League table the Airport do monitor the noncommercial and private movements and are building on those relationships.

JSt- Told the group he appreciated the efforts of the Airport but it is important the criteria that make up the statistics are made clear.

HP- Confirmed there will be more details and information included within the AMR, what has been provided for this meeting is more of a snapshot.

DM- Asked if the number of dispensations per airline could be included in the Airline League Table?

DS- Confirmed he is happy to add this in.

- **2025 Plans**

HP asked members what key themes would members like to be covered in these meetings?

HB- Asked why there was no information about biodiversity under the update for 2024?

HP- Confirmed this report has been done, but the information was not finalised for this meeting, but it will be included in the AMR.

Topics:

- Visit to the recycling Centre
- Presentation from the relevant person in charge of surface access.
- Presentation on Biodiversity and quantified data.
- Dispensations presentation to understand why they are being issued.
- Lulsgate Wood visit
- SAF update to provide figures and account for the difference in the impact and to explain how airport are compensating for the airport not using SAF.

- **Any other business (AOB)**

None

- **Dates for future Meetings 2025**
26th March 2025

Distribution:

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