

Airport Consultative Committee

ENVIRONMENTAL EFFECTS WORKING PARTY

29th May 2024 @ 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

Hilary Burn, Cleeve Parish Council (HB)

Gill Patch, Winford Parish Council (GP)

Laurie Vaughn - Wrington Parish Council (LV)

Joachim Steinback, PCAA

Dee Mawn, North Somerset Council (DM)

Lisa Wildblood, Bristol Airport

Thomas Daw

Apologies for absence

Alicia Fox- secretary

Lindsay Howe North Somerset Council (LH)

• **Minutes of the previous meeting held on 27th March 2024**

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

• **Matters arising from previous meetings**

Questions submitted by HB in advance of the meeting:

Can you confirm that the two Gamechangers within the Ryanair fleet of five, operate all four rotations within a day and are not relocated to meet operational requirements elsewhere?

What type of aircraft is the Gamechanger? When will the other three older generation aircraft be retired?

HP- The Gamechanger is the Boeing 737 max 8 aircraft, there are 2 based at the airport plus non based aircrafts that are in rotation, we hope to increase the number of Boeing 737 operating from Bristol aircraft, but we cannot guarantee when these will be relocated. There are delays in updated aircraft globally but the aircraft are keen to see more of these in use and the benefits they provide.

HB is the Boeing 737 Max 8 the one with the safety issues? At the ACC we were advised there are no Max 8 operating from Bristol Airport?

JSt highlighted this concern at the ACC and asked if across the fleet of all aircraft operating from Bristol Airport, were any of the aircrafts the Boeing 737 max 8. There are safety concerns with this aircraft so it is important the information is correct. It would be useful to see what percentage of the fleet are Boeing and what are Airbus.

HP advised that Easyjet do not use any Boeing 737 Maz 8. Unable to provide an answer now but they will take it away and come back with the answer and will review the ACC minutes for clarity as she was not at that meeting.

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

JSt asked if the airport can approximately give us the percentages for the flight and cruise emissions?

DS confirmed they are around 60%.

JSt asked to what extent can those emissions be offset?

DS other airports such as Heathrow are subsidizing the aviation emissions with carbon offsetting.

HP the airport are looking at scope 3 which includes investigating alternative fuels, and how they are supporting people to using public transport to get to and from the airport.

TD told the EEWP he attended a meeting and the outcome was that using saff as a solution is greenwash, is not practical.

HP/WL agreed SAFF is not the main solution, but it can be part of a long term change. All information around SAFF use/production will be covered in Scope 3.

DS advised there are a lot of ways to measure how productive the use of SAFF is and this will be looked at as part of the next stage. It is a very conservative approach and still needs a lot of investigating.

HP confirmed the airport are working with consultants because the methodology is very complicated to calculate and they do get this checked every year to verify. With the SAFF regulations coming in it is agreed there needs to be a standardized process for calculating.

- **Environmental Update- Qtr 2 2024**

Slides on website

JSt we need representatives to come back and talk to the EEWP about emissions and their offsetting from specific airlines such as EasyJet and Jet2.

TD asked how much money the airport makes from fuel sold to the airlines?

HP- advised she is unable to answer that questions.

HB said that the aircraft emissions are a massive issue and no one seems to actually be taking it seriously and making the necessary changes. It was raised in the ACC about what repercussions are being put in place for the aircrafts who are fall outside of their CDA's.

DH agreed it would be useful for there to be appropriate representation, but it would need to be clear what would be expected of that individual as they may not be able to answer all the questions which are raised.

HP acknowledged the importance of the matter of the aircraft emissions and the consequences of airlines not following the guidelines but was keen to keep to the agenda and move on to the next item.

JSt asked who regulates the CDA's is it the CAA?

WL confirmed that Bristol airport monitor the CDA's, the recommendation is for all airports to be over 80% but Bristol aim for 85%. WL met with quite a few of the airlines operating from Bristol and fed back regarding the importance of following the CDA guidance.

JP wanted to understand what it means with airlines operating with different CDA's?

WL explained that each airline have their own procedures/guidance and they all vary with a governing baseline. HP will double check the regulation but believes there is no official guidance.

JST asked for clarity on whether falling outside of the CDA creates more noise or not.

WL advised she has started looking more into track keeping and working out why there have been violations and then following this up. Goal is to be able to see which airlines are causing the violations and take this up with the individual airlines.

HB asked how they will identify which are violations and which are alternative routes due to weather changes.

WL confirmed this is work in progress and the data needs to be worked through.

WL keeping an eye on postcodes to prevent them falling into the wrong locations when it comes to complaints being logged, such as Wrington going under Bristol.

HP after the summer season we are going to look over the data and see what trends exist with complaints then run some analysis.

JSt asked what is being done to ensure airlines are keeping to the flight paths.

WL advised there is little that the airport can do.

HB said the time limits are being made a mockery of because flights are being allowed out before 6am which is not sticking to the agreement.

- **Environmental Management at Bristol Airport**

Slides attached

- **Waste Overview- Lisa Wildblood**

Slides attached.

The target for Bristol Airport is 65% onsite recycling, last year's target of 60% was met. Bristol recycle a lot more onsite waste compared to other airports.

They separate glass, food waste, soft plastic, plastic, paper, wood etc. There are monthly KPI report meetings with Mitie where they look at how the airport are tracking with recycling. Last year they recycled 1850 tons of waste on site.

The airport work really closely with business partners and stakeholders and evaluate where they are performing really well and areas of improvement. WL gets involved with a lot of the reporting and working with stakeholders.

There is a quarterly recycling meeting with all stakeholders where they review the KPIs and discuss ways things could be improved.

The airport have invested in more recycling bins and have seen improvements but there is still contamination. They are implementing a sortation facility within which designated employees will go through and hand sort/ segregate the recycling. By having this facility, they are confident we will hit the 65% target. Next year we will work with Mitie and set the goal of 70%.

Birmingham airport have implemented a sorting facility, they were tracking at 50-55% onsite recycling but once established their new figures were around 80% so this bodes well for Bristol.

JP asked where is it situated?

LW advised it is in the service yard at present but will be moved in the future.

- **Annual Monitoring Report- feedback- Matthew Sharp**

HB-Can the Employment section 5.2, table 2.2 of the Annual Monitoring Report show a break down of full time and part time staff working at the Airport and areas of employment? This information was given in the AMR of 2019. Are construction workers on site included in the full time staff figure?

MS- Construction workers are not included within those figures. The figures were collected in July 2023, working with the people team so when data is collected in July/August this year they can include people who are contract workers or part time.

HB- said that it is important that part time roles should have been included.

- Can the biodiversity section 3.3 in the AMR provide quantitative data of the species found in Lulsgate wood for 2023?

MS- The 2024 AMR will include this data. This year the site has started to be resurveyed and then comparisons will be drawn in next years report. They will use the 2018/19 baseline compared to 2024.

HB said the baseline figures should be provided before the airport started work, can the data be included in the 2024 AMR report and it will show what changes there are with the biodiversity. Are the cows there yet?

MS advised the cows are not there yet as they have TB and had to be kept indoors, the airport did talk to Natural England and hope to have them on site later this year if possible. MS also confirmed the figures will be included in the 2024 AMR.

HB asked if there are Horseshoe bats?

MS confirmed that our ecologist is currently doing bat surveys and had identified Greater and Lesser Horseshoe bats at Lulsgate Wood.

JSt asked if they have you started cutting trees? Have there been any trees planted?

MS confirmed the canopies have been cut to create a better habitat. Donations have been given to the Chillli Farm and Friendship Farm to plant trees.

HB enquired as to what types of trees have been planted, are they the big Oak trees as these are great for wildlife?

MS- Friendship Farm are currently working on a biodiversity master plan and we've given them the flexibility to spend the donation on larger more mature trees if that fits within their master plan.

HB asked if the committee can we see the offsetting scheme so we can see what is being done?

HP said this is something they can look into producing.

- In section 4.4 Night Noise Quota Usage, dispensation is explained but not detailed. A table should be provided showing the carrier, schedule movements, actual movements, the difference between actual and scheduled atms and reasons why dispensation was allowed. In 2019 there were only 42 atms allowed (ref: Freedom of Information response from NSC).

MS advised there are monthly meetings with NSC to go through the data, there are also quarterly reports which are sent to NSC which shows passenger movements, night movements and dispensation numbers. There have been discussions around NSC publishing the information on their website or we publish it ourself. Therefore if this happens, there is no need for the information to be included in the AMR.

HB said people would want to see this information in the AMR.

MS said that if the information is being published on the website quarterly, this would be more transparent than waiting for an annual report.

JSt asked who is validating the information? It should be published on the Airports website, so the information is easily accessible to anyone.

MS confirmed NSC validate the data and then it will be decided who will publish it. Current feedback suggests it should be the airport. The information needs to be detailed but able to be understood by members of public. There will be an explanation of what the data is and how it is used.

TD advised that the airport should publish the dispensations allowed and what penalties have been issued.

JSt urged the airport takes the dispensations seriously as it creates a trust issues.

MS advised that if you refuse a landing then the aircraft would be diverted creating more emissions.

- Although offsetting is mentioned within the AMR there is no mention of the type of scheme used and whether the offsetting is achieving a reduction in carbon emissions or increasing biodiversity.

DS- Hydro power project, it is a gold standard scheme which uses retired credits. This goes back to the ACT programme.

An update will be provided later in the year.

HB requests more details on the offsetting scheme like the tree planting schemes and asks that a link should be included in the AMR for easy access.

HP this request is useful, but this information will not go in the AMR as it will be included in the annual sustainability report.

JSt said when it comes to offsetting the evidence is not there with projects in other countries.

HP this is a valid point which is why the airport use the gold standard accreditation scheme as they are all verified; however they are looking at more local offsetting options.

JP asked TD if NSC look at any schemes for offsetting?

TD this is not something NSC do at present.

- Is red diesel still be used on site and in what quantity?

DS- Red diesel is not used on site since April 2022 which encouraged the uptake of alternative fuels.

- **Future topics**

-Q3

ACT Program

Carbon: net zero ops update and scope 3: working with airlines and Aviation Carbon Transition Programme

-Q4: Round up of year and a look ahead.

- **Any other business (AOB)**
- **Dates for future Meetings 2024**
TBC

Distribution:

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