

Cabinet

14 July 2026

Public Question

1. Question from Peter Frings to the Leader, Councillor Rowena Hay

Can the council confirm whether or not Leaded Aviation Fuel is used at GAL. If it is used, does the council accept that the Airport has a legal responsibility to monitor and disclose the volumes used at the airport under Health and Safety legislation?

Leaded Aviation Fuel contains TetraEthyl Lead which is classified as a highly hazardous chemical under The Control of Substances Hazardous to Health Regulations 2002 (<https://www.legislation.gov.uk/ukxi/2002/2677/contents>). This means that any site which handles Leaded Aviation Fuel has a legal responsibility to carry out a full risk assessment and have in place plans and training to ensure that it is handled safely. Health and Safety risks are a Board level responsibility, and the council has a non-exec director on the Board, so would be aware of how Health and Safety risk is managed and mitigated at the airport.

Therefore the Board of GAL and hence the council must know whether or not Leaded Aviation Fuel is in use at GAL – or it is in breach of its legal responsibilities under health and safety legislation. If Leaded Aviation Fuel is being used at GAL, then any plan which did not monitor how much Leaded Aviation Fuel was being used each year, would be classed as wholly inadequate under the legislation and guidance from the HSE.

Member response

Thank you for your question.

Just to be clear the council is a shareholder in Gloucestershire Airport Limited; the responsibility for day-to-day operations sits with the Gloucestershire Airport Board.

To be helpful, I have inquired with the interim Managing Director at the airport and am advised that in 2025 the airport sold 383,559 litres of AVGAS 100LL, which is a low-leaded aviation fuel used for piston aircraft. The other fuel used is Jet A1; turbine aircraft such as jets use this fuel which is a refined kerosene product with no have any lead additives.

I am further advised that the management of fuel is highly regulated with regards to its handling and use, for both quality and safety standards, that all personnel on site are highly trained to handle and deliver fuel, and that their procedures including Risk

Assessments are subject to regular audits from the fuel suppliers and regulatory authorities, the Civil Aviation Authority.

This page is intentionally left blank