

## Airport Report for Chew Magna Parish Council Meeting

On 3 February 2026

### ACC meeting on 15 January 2026 reported

- The planning application will be submitted but no date given. The justification for Felton Common will be made known in the application.
- A1 Airport Flyer Approx 1.2million journeys during 2025 between Airport with central Bristol.
- A3 Weston Flyer 180,000 passengers - 45% of those being Airport employees travel at no cost. All UK Airports provide this service.
- There will be major changes for our bus services in 2026 as they move to an all-electric fleet in the spring. This will contribute to net zero airport operations 2030 target. BAL estimate a saving around 1,327 tonnes of CO2e - equivalent of driving 4.83 million miles in a petrol car.
- £60m terminal transformation project has now begun, which will increase the number of shops and restaurants, expand the arrivals area with an additional baggage reclaim unit, and accessibility at immigration will improve. For passengers with reduced mobility, there will be a new, larger lounge and will be located at the heart of the departure lounge and includes new accessible toilets.
- Bristol Airport to build an Energy Centre providing heating and cooling for our terminal. Gas will be removed from our site with new air-source heat pumps providing heating.
- Interim target in reducing emissions by 73% by 2027, against a 2019-baseline.
- BAL's consultation on relocating our runway approach lights concluded in December.
- Total ATMs in 2024 - 78,558 and 2025- 78,152.
- Total passengers in 2024- 10,479,465 provisional for 2025 -10,749,457

### PCAA reply to Consultation: Air Navigation Direction (AND) and Air Navigation Guidance (ANG) Submitted by 20 January.

The Parish Councils Airport Association (PCAA) comments on consultations on behalf of parishes and town councils surrounding Bristol Airport. Our response to the consultation is below.

#### Questions 3- 6

- we strongly disagree that "Noise from aircraft flying at or above 4,000 feet is not a relevant consideration." Please note that the runway at Bristol Airport 622 ft above sea level. Aircraft struggle with a full weight to take off steeply. This point should be taken into consideration.

#### Question 29

- we object to proposals to remove a commitment to strengthen community engagement

#### Question 43

- we disagree that "Emissions from aircraft above 1,000ft are unlikely to have a significant impact on local air quality",
- we object to the way in the new ANG seeks to place responsibility for increased capacity and associated increases in CO2 emissions elsewhere, especially with the planning system.

#### Question 44

What, if any, other general comments do you wish to share.

There is an assumption in the consultation that aviation is key to economic growth.

*"The Government believes that aviation can make a key contribution to the achievement of economic growth, increasing the prosperity of the whole country".*

No evidence is given within the document that this is the case. Business travel at Bristol Airport was reported at the Airport Consultative Committee meeting held on 15 January at 15%, only just back to precovid levels. Overall business travel has not grown since 2005 when it was at 20%. Bristol Airport takes out money causing a tourist deficit.

We believe that the airspace modernisation plan is really to allow capacity to increase with residents bearing all the impacts of noise.

### **Next PCAA meeting postponed**

As no news on planning application.

### **MRN A38 meeting part of this under 106 Agreement. Thursday 12 February at 3 pm to 7 pm**

The meeting is at Felton Village Hall. Residents are invited to view and discuss plans to improve capacity, safety and resilience on the A38.