

Airport Report for Chew Magna Parish Council Meeting

On 3 March 2026

Next PCAA meeting is on 26 March 2026

Time 7.30pm by Zoom

Aviation Environment Federation (AEF) February press release

- In concert with other UK charities and think tanks, [AEF petitioned MPs at a dedicated parliamentary event on aviation noise, air pollution and carbon emissions](#). Many MPs (including the MP for North Somerset, Sadik Al-Hussan, Green's leader Zac Polansky, Lib Dem MP John Milne and Tory MP Christopher Cope) were invited to talk to each organisation to learn more about alternative pathways for UK aviation. There were key speeches on the environmental, economic and climate challenges by Alethea Warrington (Possible), Alex Chapman (NEF), James Richardson (CCC). [Overarching messages: we should move away from 'growth at all costs' and prioritise the development of a more sustainable industry, where issues such as noise, low and zero-emission technologies and fair taxation take priority](#).
- [Support for community groups taking the Government to court](#): AEF staff, Florence Long and Celeste Hicks turned up to show our support for two campaign groups: CAGNE and GACC. CAGNE and an individual representing GACC both took the Government to court concerning the decision to allow Gatwick Airport to expand. AEF also acted as an expert witness, providing evidence on the current trajectory of aviation emissions in the UK, and the challenges and barriers to realising the policy objectives being relied upon by the Government to decarbonise the sector.
- [Members of the public being shut out of airspace change](#): [The biggest airspace redesign in 60 years is underway](#) with the Government hoping that the newly created UK ADS (the [Airspace Design Service](#)) will provide fresh momentum. To facilitate these airspace changes, the CAA recently consulted on revisions to the decision-making process that, in our opinion, seek to [limit public input](#) at the consultation stage of these important decisions. In parallel, the Government has also been consulting on changing the environmental priorities for designing airspace. Until now, minimising aircraft noise has been the priority up to an altitude of 7,000 feet, but new proposals suggest this will be lowered to 4,000 feet (with emissions being prioritised above 4,000 feet). AEF's Comms Officer, Florence Long, worked with the [Guardian to spread awareness of this issue](#).
- [AEF pushed for the polluter to pay for the pollution](#): The AEF [consultation response](#) on the topic of refining the revenue certainty mechanism (RCM) bill argued that fuel suppliers should take on the financial responsibility of scaling up the alternative fuels, even as the UK Government plans to help by guaranteeing a sale price (any shortfall would be met by imposing a levy on fuel suppliers). Similarly, when it comes to maturing and scaling carbon pricing, [AEF argued](#) that 'free allocations' of carbon credits in the UK's Emission Trading System should end.
- [AEF fought back the creep of biofuels](#): The biofuels lobby is doing its best to convince policy makers that biofuels are the answer (or at least the stepping stone) to decarbonisation. Unfortunately, once you let biofuels in, they are very hard to get rid of. This is why AEF joined with other NGOs in taking a clear [stance](#) against the introduction of 'crop-based biofuels' to the SAF mandate in response to the Government's call for evidence (as yet there is no firm policy proposal). The call for evidence seeks feedback on the potential availability, cost and impact (including sustainability risks) of energy crops, cover crops and food and feed crops as feedstocks for SAF. One example of this would be to cover crops,

which grow during the off season, and re-introduce nutrients to the soil. AEF did a study on this early last year, which can be [found here](#). The findings of this study point to a clear conclusion when it comes to allowing crop-based bio-fuels in the mandate: any loosening of the established criteria risks undermining the sustainability of the SAF mandate, and further opening the door to even more questionable fuels.

Opposition to Bristol Airport proposal of Lighting on Felton Common

- Several Parish Councils (including Butcombe, Chew Magna, Cleeve, Nempnett Thrubwell Winford) opposed the proposal as well as the PCAA. Please note that this is NOT the complete list of those who opposed it as the PCAA is still collecting data.
- [Save Felton Common - Simon Martin on behalf of SFC](#)

A lot has happened since Bristol Airport's surprise announcement on November the 3rd that they wished to relocate the runway threshold to accommodate larger aircraft to serve long-haul destinations as part of their plans to eventually reach 15 million passengers a year. This will involve erecting 21 runway approach lights on a minimum of 8 columns in 8 rows 30 M apart intruding 240M into the common. Columns would range in height from 1.25M closest to the A38 increasing to 8.5M furthest from the A38 due to the downward slope of the common at this point. Each column will be protected by a 3M high fence with the total fenced area measuring a minimum of 927 M² with vehicle access required for occasional maintenance and safety checks. Moving the threshold towards Winford also means aircraft landing from this direction would be 12.5 M lower in the sky than they are at the moment.

This was a part of the "Runway Approach Lighting Consultation" letter and document that was sent to nearby residents and those with grazing rights. Together with an on-line version which gave 6 weeks until December 19 th to respond. BA also ran a drop in event at Felton Village Hall on November the 20 th from 3-8 PM which was very well attended with entrance having to be periodically restricted in the afternoon as there were too many people in the hall.

BAAN (Bristol Airport Action Network) held a meeting at Felton Village Hall on the evening of 2 nd December to encourage opposition to the proposal and get as many as possible to reply to the consultation. The hall was packed with over 120 attending, and 18 people put their names forward to establish a group to protect the common which has become SFC.

Winford Parish Council published their official opposition to the proposals on their website on 16 December. Simon Martin attended the Airport Consultative Committee meeting at the airport on 15 Jan as he had submitted written questions and asked to attend. Under questioning Andrew Goodchild, BA Head of Planning and Growth admitted there were some flaws in the consultation, and they had underestimated the demand for the drop in event. Under later questioning from one of the Parish Councillors, he admitted BA had received 640 responses which were almost universally negative and they had underestimated the strength of local opposition. We are unlikely to learn more about the responses as this was a private BA consultation.

Since then, SFC has had 3 meetings chosen a committee and now has a constitution, e-mail address and Facebook page and is planning a wide range of opposition. If you wish to become involved or receive information from SFC, please contact us at savefeltoncommon@gmail.com.