Airport Report for Chew Magna Parish Council Meeting

On 3 November 2026

News from the PCAA meeting was held on Thursday 29 October at 7.30pm on line.

The Chair Ben Moss reported:

- Save Felton Common have been continuing to work hard to expand communications on the critical issue around the loss of the Common. Save Felton Common News – October 2026 reported that NSC have announced that their Planning Service & The Airport have agreed to extend the statutory period for determining the application until 31/12/26.
- Though the formal consultation period has now closed the **NSC will still accept and consider comments sent to them**. NSC may also request additional information from The Airport and if further consultation periods are required they will be published on the NSC Bristol Airport proposals webpage.
- The application requires an environmental statement (ES) and it is understood that this has not been fully completed by BAL. The target for deciding planning applications that need an ES is 16 weeks, although for large complex applications the time period can be longer to address any major issues.
- Details of the decision-making process and time frame will be included on the NSC Bristol Airport proposals webpage in due course.

Bristol Airport Action Network (BAAN)

- Night flights BAAN has submitted a formal complaint to NSC alleging that Bristol Airport is systematically breaching the 4,000 annual night flight limit in its planning permission by using a self-granted "dispensation" system to exclude hundreds of flights from the count each year. FOI data and the airport's own figures show dispensations have risen from just 42 in 2019 to over 850 every year since 2022, and that when dispensations are added back, actual night movements have exceeded 4,000 by hundreds of flights in each of the last three years.

Summer & winter seasons	**Night movements counted by BAL**	**Movements logged as dispensations**	**Combined NM & DIspensations**
2023-24	3,612	**878**	**4,490**
2024-25	3,890	**850**	**4,740**
2025-26	3,839	**850**	**4,689**

BAL's scheduling data shows actual night flights run 22–28% above what airlines planned, suggesting dispensations have become a routine operational backstop rather than a genuine emergency measure. BAAN is calling on NSC to open a formal enforcement investigation.

- Safety – BAAN expressed serious concerns concerning real danger to public property and road traffic from the lower approach of airplanes as well as lack of height causing a vortex for high sided vehicles. The airport responded but did not allay safety concerns and it is essential that this is addressed by NSC planning committee.

- A push for further membership. The PCAA have a significant democratic mandate - approaching representation of 100,000 parishioners. The PCAA want to keep growing our network of representation as there is real strength in numbers.

- Request for everyone to to send as many new comments to the NSC portal as possible. These are best if personally relevant such as how The Airport affects you and what the proposals may mean. You might like to highlight growing national concerns about the growth of aviation such as- Sustainable Aviation and Industry body acknowledging concerns over ultra fine particulates (UFPs). The Aviation Environment Federation. Government forecasts of reductions in use of Sustainable Aviation Fuel and delays to Jet Zero and zero emission aircraft and lastly more questions about the viability of Heathrow's third runway.

NEW INFORMATION ON PLANNING APPLICATION 26/P/0686/OU2 and the PCAA response

- The initial PCAA submission can be viewed on this link.
- The PCAA additional submission can be viewed on this link.
- Hilary Burn emphasised the importance of parishes submitting specific conditions they would like to see in their responses to North Somerset Council. Hilary also updated on planning submissions, noting that additional information from Rachel Tadman, Bristol Tree Forum, and New Economics Foundation was received, with Rachel Tadman preparing an additional submission on the Green Belt and finalising the documents by the deadline of the 1st of November.

CAA process for Landing Lights.

- Hilary Burn stated that we have learnt from the Airport Consultative Committee that there is not only the planning application and the consideration of the Green Belt in the NSC Local Plan but there is a process going on with the Civil Aviation Authority over the landing lights. This is a three stage process. One is the design, the second is the safety of the landing lights and the third is the approval. The airport is currently at the design stage, so they are only partially through this process, and we are currently approaching the determination of the planning application probably in December. This seems unfair. When asked during the ACC meeting 'what happens if the design is flawed and they need more land or they need to move the lights?'. The answer given was there will either be a full application submitted or an amendment, however the airport is of the opinion that their design is correct.

NSC Local Plan 2041 Examination

- North Somerset Council submitted the North Somerset Local Plan 2041 to the Planning Inspectorate for independent examination on May 22, 2026.
- There is a series of hearings from November 9 through December 7, 2026 to examine the plan. The PCAA is attending and will present evidence on the Green Belt and Bristol Airport. The draft timetable hearings show that Green Belt is on Wednesday 11 November and Bristol Airport under transport and infrastructure is on 19 November. The questions below have been framed by the Inspectorate.

Policy LP12: Bristol airport

19. Is the policy consistent with the Aviation Policy Framework?

20. The policy refers to the release of the airport from the Green Belt and also it being a Green Belt inset – is this clear and effective?

21. What exceptional circumstances are there to justify the release of land in the Green Belt?

22. Is the approach to change to the Green Belt boundaries for the airport (based on a current planning permission) justified and will it be effective? Does the policy positively consider the future needs and requirements of Bristol Airport?

23. Will the policy be effective for decision taking and considering all the site constraints associated with future development proposals?

24. Would the policy approach for the airport support sustainable patterns of development?

25. Does the Plan TA take into account the Airport's aspirations for growth and requirements for mass transit?

26. What is the expectation in regard to a sustained modal shift to public transport? How would this be measured?

27. Should the second bullet point of the policy make reference to the impact of lighting particularly at night?

28. Are suggested modifications PC28 and PC29 necessary to make the Plan sound?

25 Policy LP13: Air safety

29. In relation to the helicopter safeguarded corridor, is the policy clear on what 'in the vicinity of' means in practice?

30. Is suggested modification PC30 necessary to make the Plan sound?

AIRPORT CONSULTATIVE COMMITTEE

- The minutes from ACC the meeting held on Thurs 23rd July are available on this link. https://www.bristolairport.co.uk/media/b0ihnduz/thursday-23rd-july_acc-agreed-combined.pdf
- Visit West shared benefits of 'inbound tourism' increase tourism in the area. They were unaware of the NEF report the PCAA submitted with our latest response to expansion plans. NB 85% leave and only 15% arrive
- Matt Johns of Johns Associates Biodiversity Management Plans was questioned by Jill Patch, Barbara Harland and Hilary Burns.
- Chew Stoke is now part of the Chew Cluster.
- The minutes from ACC the meeting held on Thurs 1st October are available on this link. https://www.bristolairport.co.uk/media/5boo0ds2/thursday-1st-october-acc-draft-minutes-for-website-combined.pdf
- Airspace change - Questions were asked by Barbara Harland and Hilary Burns.
- Questions were asked about Native tree planting losses by Hilary, and Ben Moss asked a question about forever chemicals and how they could assure us that water wasn't being contaminated
- 15mppa update - questions were asked by Hilary.

Dispensations of Night Flights

The figures for Q3, 2026 are not currently available.

In the new documents to the planning application 15 mppa it shows that Bristol Airport Ltd

- BAL's delay sensitivity test assumes **20% more flights than scheduled in the night period** due to delays
- BAL's position is that dispensation flights (late-arriving aircraft permitted to land after the night curfew) are **not separately modelled** — whether they count as dispensations or not is "not deemed relevant to the noise assessment"
- BAL argues that operational improvements (rapid exit taxiway, dual taxiway GOLF, more contact stands) will reduce delays and therefore reduce the number of late-arriving night flights — but offers no committed limit on dispensations
- This shows that there would be approximately an additional 1,000 plus night flights to the 5,000. Note that currently the Airport is allowed 4,000 night flights under 12 mppa but with delayed flights there were over 800 in 2024 and 2025 . Ref BA Annual Monitoring Report and Facts and Figures https://www.bristolairport.co.uk/corporate/about-us/facts-and-figures/

Net Zero/Climate Change/ Aviation Emissions

Recent reports:

- The **Environmental Audit Committee** and other climate groups noted that the draft Heathrow Expansion National Policy Statement (HENPS) must be substantially tightened to explicitly align with the 2050 Net Zero goal. Report published October 2026. https://committees.parliament.uk/committee/62/environmental-audit-committee/news/217938/heathrow-expansion-threatens-climate-goals-without-rethink-select-committee-chair/
- The Climate Change Committee stated that the Heathrow expansion can only proceed if ministers enforce strict rules requiring the aviation industry to reach absolute zero emissions by 2050 through direct cuts, sustainable aviation fuels (SAF), and engineered greenhouse gas removals. The report was published on 16 September 2026
- **Tyndall Centre** - new modelling published by the Tyndall Centre for Climate Change Research at the University of Manchester reveals that there is no credible way that Heathrow can go ahead without breaking the Net Zero targets. Report published 2 September 2026. https://tyndall.ac.uk/wp-content/uploads/2026/09/Heathrow-Airport-Expansion-Risks-for-the-Climate-Change-Act_Tyndall2.pdf
- The conclusion of the above reports is that aviation emissions are not on target for the sixth or seventh carbon budget, with or without the Heathrow expansion. In addition, due to expansion at other airports such as Gatwick, the Government has acknowledged the need to review the JZS following the results of the 2026 CO2 forecasts. These highlight that the current trajectory of aviation emissions is insufficient to meet the Jet Zero stated level of ambition. The review is underway and is expected in early 2027. The outcome could have significant impacts on carbon prices, technology improvements

and/or demand management leading to a limiting of airport capacity. With these uncertainties, the time is not right to increase capacity at Bristol.

- It is worth noting that the aviation sector is arguing for the emissions to be considered under the national carbon budget rather than the sectoral pathway shown by the Climate Change Committee.

Passenger Figures and their implications

- In 2026 8.6mppa so far but this concerns the first 3 quartiles. It is estimated that by the end of the year it will be 11mppa compared to 10.6mppa last year.

Airspace Modernisation Programme

The Airport gave a presentation on the Airspace Modernisation Process on 1 October 2026. Bristol Airport will follow the process described in CAP 1616 version 5.1 as confirmed by the regulator. This not the up to date process which has been recently released in August. The reason for following Cap1616. Version 5.1 is that the Airport has commenced the process in 2017 and has reached the design stage. The Airport is designing the new flight paths which should be completed in spring 2027 and a consultation will be run in autumn 2027. The link to the slides on the presentation is https://www.bristolairport.co.uk/corporate/community/airport-consultative-committee/. The impact of noise from aircraft is the main priority to 5,000 ft. Between 5,000 ft – 7,000 ft noise and emissions are considered. If the noise contours change because of airspace changes then there will be compensation available with the noise mitigation scheme.