

Parish Councils Airport Association  
Hilary Burn  
Goblin Combe  
Cleeve  
Bristol  
BS49 4PQ

30<sup>th</sup> October 2019

Dear Hilary,

**RE: Bristol Airport proposed expansion to 12 mppa**

I refer to your letter dated 21<sup>st</sup> October 2019 which was addressed to Ontario Teachers' Pension Plan and highlighted several points relating to the future growth of Bristol Airport. I would therefore like to respond to the points that you have raised:

**1. Net Zero Emissions for 2050**

On 24<sup>th</sup> September 2019, as you have highlighted, the Committee on Climate Change (CCC) submitted a letter to the Secretary of State for Transport that responded to the Government's request on how to bring international aviation (and shipping) emissions formally within the UK's net-zero target, setting out the rationale and the implications for the UK's climate strategy. In its letter, the CCC states that the primary approach for reducing international aviation emissions should be international, primarily through the International Civil Aviation Organisation (ICAO) which manages the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). The same document also made explicit reference to various forms of reducing aviation emissions including further improvements to fuel efficiency as a result of technological improvements to engines and aircraft design as well as airspace design. The development of sustainable fuels including biofuels along with potential methods to limit demand were all also included in the document.

In parallel the UK Government has been developing its Aviation Strategy, and it has now advised that before publishing its white paper it will be consulting on how sustainable growth in the aviation sector will be achieved. Currently there isn't a published programme for the consultation period. Therefore whilst Bristol Airport recognises the challenges associated with climate change, until there is a commitment from the UK Government to formally incorporate international aviation into the Climate Change Act 2008 (2050 Target Amendment) Order 2019, there is currently no policy setting out a target for emissions from the sector in 2050.

We await the consultation period with interest as we believe that aviation is a force for good, improving the lives of millions of people, increasing social mobility, education, trade and cultural awareness amongst its many positive attributes. At the same time, we accept that climate change represents a very real and significant issue which we need to face as a nation and planet. We therefore need to find a way forward which will maintain the benefits of aviation and flying for people whilst maintaining the focus and increased ambition to decarbonise aviation, recognising that the UK alone cannot operate in isolation given the international breadth and scale of the industry.

**2. Stranded assets**

The comments you have highlighted are noted; however, private sector investment plans will continue to be an issue for investors and they in turn will make informed decisions based upon a range of

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factors. In any case, until such time that the UK Government's aviation policy is finalised, we consider that it is premature to suggest that airport growth will be constrained.

3. Fuelling facility for the car rental centre

The car rental fuelling facility will provide a key function for the car rental operators in the newly consolidated facility which is located on the southside of the Airport. The operators currently have to drive to off airport petrol stations along the A38 to refill vehicles, and therefore the proposed onsite facility will both reduce vehicle movements on the A38 and reduce mileage thereby delivering a more optimal solution.

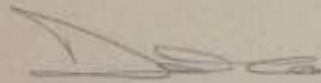
The percentage of electric cars available from the car hire operators reflects the national average ownership pattern and current customer demand, and therefore a dedicated electric vehicle charging facility is currently not proposed. However, we will continue to review this situation as the number of vehicles increases in future.

4. Objections to future growth at Bristol Airport

The comments on the status of parishes is noted, however as you are aware independent research into the expansion of the Airport to 12 million passengers per annum has received positive support including most recently in Weston. In addition, we continue to work constructively with a large number of our local communities through our community funding scheme. Our level of engagement remains strong and I along with my team are very proud that so many local projects have been supported along with providing noise insulation to an increasing number of local residents.

I trust that the above responses provide some good insight into the issues raised.

Yours Faithfully,



Dave Lees

CEO Bristol Airport

cc: David Kerr, Managing Director, Ontario Airports Investments Limited  
Jo Taylor, Executive Managing Director, Ontario Airports Investments Limited