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## Development of Bristol Airport to Accommodate 12 Million Passengers per Annum

### Errata to the Economic Impact Assessment Addendum (CD2.22)

#### Update 1

1. Paragraph 3.9, bullet point 1 contains wording that is open to misinterpretation. It states:

*“A 2018 baseline position for the economic impact of the airport when the airport was handling around 8.7 mppa;”*

While the statement is correct in that Bristol Airport handled 8.7 million passengers per annum in 2018, these passenger numbers (i.e. to the end of 2018) would clearly not have been known when the assessment was undertaken in early/ mid 2018. Paragraph 3.2.3 of my Rebuttal (BAL/5/3 p.22) makes it clear that the assessment was undertaken using employment data *“collected by Bristol Airport Limited during late 2017 and the early part of 2018”*. The correct passenger numbers to compare to the late 2017 / early 2018 employment data are, therefore, the passenger numbers to the end of 2017; that is, 8.2 million passengers per annum according to CAA Statistics (see Appendix 1). These passenger numbers were in fact those used in the assessment. I hope that this clears up any misunderstanding. This issue does not, therefore, affect the original economic impact assessment (CD2.8) or the economic impact assessment addendum (CD2.22) presented or my conclusions, which have always been based on a comparison of the late 2017 / early 2018 employment data and the end of 2017 passenger numbers (i.e. 8.2mppa).

#### Update 2

2. Table 3.7 on Page 16 is mislabelled. It currently reads *“Comparison of the Assessment of the Proposed Development to the Product Displacement Sensitivity Test”*. It should be entitled *“Comparison of the Assessment of the Proposed Development Following Product Displacement”*.

3. The first sentence of the related paragraph 3.38 currently reads:

*“As previously stated, the sensitivity test has no impact on the results for North Somerset and the West of England.”*

4. It should read:

*“As previously stated, product displacement has no impact on the results for North Somerset and the West of England.”*

5. Again, this has no impact on the findings of the economic impact assessment or my conclusions.

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## Appendix 1

Size of Reporting Airports 2017  
Comparison with 2012

Table 1



	<----- 2017 ----->		<----- 2012 ----->		
	Terminal passengers (000)	Percentage of Passengers at all airports	Terminal passengers (000)	Percentage of passengers at all airports	Percentage Change (2017/2012)
HEATHROW	77,988	27.4	69,983	31.7	11.4
GATWICK	45,554	16.0	34,219	15.5	33.1
MANCHESTER	27,773	9.8	19,654	8.9	41.3
STANSTED	25,903	9.1	17,465	7.9	48.3
LUTON	15,989	5.6	9,614	4.4	66.3
EDINBURGH	13,409	4.7	9,194	4.2	45.8
BIRMINGHAM	12,982	4.6	8,916	4.0	45.6
GLASGOW	9,895	3.5	7,150	3.2	38.4
BRISTOL	8,233	2.9	5,916	2.7	39.2
BELFAST INTERNATIONAL	5,837	2.1	4,312	2.0	35.3
NEWCASTLE	5,298	1.9	4,355	2.0	21.7
LIVERPOOL (JOHN LENNON)	4,897	1.7	4,459	2.0	9.8
EAST MIDLANDS INTERNATIONAL	4,878	1.7	4,068	1.8	19.9
LONDON CITY	4,530	1.6	3,017	1.4	50.2
LEEDS BRADFORD	4,075	1.4	2,969	1.3	37.2
ABERDEEN	3,090	1.1	3,329	1.5	-7.2
BELFAST CITY (GEORGE BEST)	2,560	0.9	2,246	1.0	14.0
SOUTHAMPTON	2,070	0.7	1,693	0.8	22.2
CARDIFF WALES	1,464	0.5	1,013	0.5	44.5
DONCASTER SHEFFIELD	1,336	0.5	693	0.3	92.7
SOUTHEND	1,092	0.4	617	0.3	77.0
EXETER	908	0.3	695	0.3	30.7
INVERNESS	874	0.3	602	0.3	45.4
PRESTWICK	696	0.2	1,067	0.5	-34.8
BOURNEMOUTH	694	0.2	690	0.3	0.6
NORWICH	528	0.2	397	0.2	33.2
NEWQUAY	460	0.2	166	0.1	176.6
SUMBURGH	256	0.1	149	0.1	72.2
CITY OF DERRY (EGLINTON)	194	0.1	398	0.2	-51.3
HUMBERSIDE	190	0.1	234	0.1	-18.5
SCATSTA	171	0.1	304	0.1	-43.9
KIRKWALL	164	0.1	132	0.1	24.4
STORNOWAY	132	-	116	0.1	13.9
DURHAM TEES VALLEY	128	-	165	0.1	-22.3
ISLES OF SCILLY (ST.MARYS)	92	-	97	-	-5.3
LANDS END (ST JUST)	59	-	32	-	84.1
BENBECULA	33	-	31	-	7.8
ISLAY	32	-	21	-	52.6