Cardiff Airport Consultative Committee – 3rd June 2026

Minutes of Annual General Meeting

Committee Attendees:-

Helen Tustin (Vice Chair)	HT	ABTA
Cerianne Cullen	CCu	Adventure Travel
Nicola Windsor	NW	CCR Energy
James Scorey	JS	Cardiff and Vale College
Clare Cameron	CC	Cardiff Capital Region
Nigel Ford (Chair)	NF	Individual Capacity
Ray Adams	RA	Individual Capacity
Joann Scott-Quelch	JSQ	Llancarfan Community Council
Aine Spoors	AS	South Wales Aviation Museum
Rob Jones	RJ	Transport for Wales
Cllr Eddie Williams	EW	Vale of Glamorgan Council
Anthony Ernest	AE	Vale Tourism Association

Also Present:-

Jon Leaman	JL	Cardiff Airport
Ceri Mashlan	CM	Cardiff Airport
Matthew Swindell	MS	Vale of Glamorgan Council - Secretariat
Mr. Robert Davidson	RD	Member of the public

1. Welcome to the Cardiff Airport Consultative Committee.

The Chair called the meeting to order and welcomed Committee Members to the Cardiff Airport Consultative Committee (ACC) Meeting. Following on from a discussion at the previous meeting, some new Committee Members with a broad range of experience were also in attendance and introductions by all parties present round the table were conducted.

The meeting was held as an in-person meeting at Cardiff Airport, and thanks were extended to Cardiff Airport as host.

The minutes, once agreed, would be made available on both the Airport and Vale of Glamorgan Council websites.

2. Apologies for Absence.

Apologies for absence were noted from:

Rachael Blackburn	Aerospace Wales
Madeleine Pinder	Aerospace Wales
Cllr Colin Davies	Bridgend County Borough Council
Cllr Gary Haines	Bridgend County Borough Council

Mark Peachey	British Airways Maintenance
Jon Bridge	Cardiff Airport - Chief Executive Officer
Richard Gordon	Cardiff and Vale College
Cllr Dan De'Ath	Cardiff Council
Cllr Russell Goodway	Cardiff Council
Geralllt Marsh	GlobalTrek Aviation
Duncan Barber O.B.E.	Individual Capacity
Cllr Paula King	St Athan Community Council
Gurpreet Romana	Swissport
Kyle Phillips	Vale of Glamorgan Council

The Secretary updated Committee that following their Annual Meeting, the new representatives from Bridgend County Borough Council were Councillors Colin Davies and Gary Haines who unfortunately were unable to attend the meeting but would be present at the meeting in September.

In terms of an update for colleagues from Cardiff Council, the Secretary advised that following their Annual Meeting on 13th May 2026, the Airport Consultative Committee was not listed as part of the Council's Outside Bodies nominations, but their Head of Democratic Services advised would be considered in June. Their nomination may be an Officer and not a Councillor going forward but would attend as a representative from the Council.

Committee were also updated that Mark Peachey from British Airways Maintenance had been in touch. He wanted to thank the Committee for considering his inclusion however was unable to attend going forward. The Secretary had thanked him for his time on behalf of the Chair and the Committee, appreciating that everyone around the table was volunteering their time and noting it was not always possible to attend.

The Chair added that one of the desired outcomes for the Committee was to bring on board people from a broad range of backgrounds, experience and relevance to be a critical friend and assist the Airport to engage with the community. He thanked all Committee members for giving up their personal time and stressed the importance of continued engagement going forward.

3. Positions of Chair and Vice-Chair.

The Secretary advised that on the calendar the meeting would be the Annual General Meeting and would usually have an agenda item for consideration of the roles of Chair and Vice-Chair. However, the Terms of Reference for the Committee allow the Chair and Vice-Chair to be in post for two years before those roles were to be considered and this was the end of the first year for NF and HT. No nominations for the role had been received prior to the meeting, and none were proposed at the meeting, and as such Committee agreed that NF and HT would continue in their respective roles for the coming year.

4. Declarations of Interest.

There were no declarations of interest received for agenda items at the meeting.

5. Minutes of the Previous Meeting and Matters Arising – 18th March 2026.

The minutes of the Meeting held on 18th March 2026 were agreed as a correct record and would be published on the Airport website as soon as practicable after the meeting.

6. Questions from Members of the Public.

It was noted that no questions had been received from members of the public in advance of the meeting, however RD was in attendance as he had been at the previous meeting and was advised that the minutes of the previous meeting containing his previous questions and their responses, once approved, would be made available on the Airport website.

7. Business Update from Cardiff Airport

JL and CM gave an update to Committee Members on the position since the last meeting held in March 2026:-

7.1 Latest Position –

- There had been an increase in Airport press on social media, TV and radio.
- Activity at the Airport was building in terms of passenger numbers, flow factors, and destinations.
- For the last twelve months the Airport had seen over 1M passengers which was a 14% growth on the previous twelve months through a combination of additional frequencies, new routes and improved load factors.
- In the new financial year the Airport was expected to carry 1.1M passengers by the end of March 2027 with 180K passengers in the first two months of the year and 60k passengers in May.
- For the year to date, two main partners were driving the growth –
    - TUI were up 28% on the same time the previous year with +90% load factors. They had introduced new routes including Cancun, Fuerteventura, Faro, Hurghada and increased capacity for Heraklion, Palma, Ibiza, Las Palmas, Zante and Tenerife.
    - Ryanair had increased by 15K passengers and had their biggest ever summer at the Airport. Their overall load factors were down but passengers numbers were up. Dublin flights were now daily, Faro up to three-weekly, Alicante now four-weekly
- KLM were up 3% and the Airport continued to discuss doing more with them as well as continuing to work on new hubs in Frankfurt and Paris.

- Vueling were up 30% with a load factor of 84% and had adjusted their on-sale times following discussions in Hong Kong last year.
- Two main partners assisting growing the passenger numbers to over 1M for the year were TUI and Ryanair had carried an additional 122K passengers, 57K and 64K which was a 12% / 38% uplift, respectively.
- With regards the events in the Middle East, there had not been and direct impacts on passenger numbers of fuel cost impact to date, however it was evident that passengers were booking later and closer to their desired travel time.
- The country was green in terms of air fuel.
- The Airport was still working on its cargo journey and there was a lot of work going on in the background on that matter, with CM having gone to China twice on the last six months and again next month to build relationships.
- A test flight to the Airport from a 777 from Saudia carrying 86 tonnes of freight was conducted and was very positive, taking on 40,000l of fuel.
- CC asked if the Airport knew how the additional passengers were arriving at the Airport and whether any surveys had been conducted to find out. JL said that there were conversations happening with Transport for Wales as the current capacity for the area covered by the Airport was 2.4M passengers, however if you were to include Devon, Cornwall, Somerset and the Cotswolds that number rises to 6.8M. As mentioned at the last meeting, connectivity was key for the Airport for both inbound and outbound passengers as well as tourism, education and industry.
- CC asked RJ if the National Travel Survey had captured the Airport in terms of travellers going to and from the site. RJ said there had been some initial findings from the survey. He had not seen anything on the Airport but would take that as an action to follow up on.
- WestJet direct flights from Cardiff to Toronto started on 23rd May 2026.
- For Winter 2026, there were new routes from TUI for Lapland, Dominican Republic and Hurghada, as well as the Cystal Ski offering to Chambery which was very popular the previous year.
- The key message from the Airport was that it was open for business and that message was being driven across to all stakeholders. Lobbying continued to get the transport links improved which would in turn allow the Airport to develop new routes.
- Committee agreed it was a shame that there were no Scottish routes available. JL agreed but said that pricing had been too high and there was higher frequency nearby.
- For 2027/28, there would also be a service to Antigua to service the cruise ship market.
- NF said that increased marketing had been positive. JL said the marketing team had noticed an increase in headcount as a result of recent marketing. It was also noted that the feedback form social media posts had been positive and there was less negativity. The marketing team were logging and monitoring that feedback. Committee also noted there were more anecdotal positive stories about traveller experience from Cardiff Airport which was good news.

- AE asked if there were any statistics for ongoing destinations for passengers arriving into Cardiff Airport, with a particular interest in the Vale of Glamorgan and whether people were simply coming into the Airport and going out of area or staying in the Vale. JL said he could provide some data to Committee in response. AE said it was important to know where passengers were headed in terms of available capacity of accommodation.
- In terms of Gross Value Added (GVA) the economic value of the Airport had been classed at around £240M two years ago, and since then Airport activity had increased and was more of a benefit to the local area now.
- NW asked if the Airport had bene in conversation with Cardiff about Euro 2028. CM said they had and were part of a local steering group with other interested partners to consider matters including mobility for the games to be hosted in Cardiff. It was a large and complex project for the Airport, trains and the road network.
- JS referred to the commercial side of the Airport and aircraft maintenance. At the College there were around 300 students doing aircraft engineering in what was the start of a cluster. Students were training to be Boeing engineers and Virgin had been secured, and he asked if the Airport could see a unique opportunity as part of future ambitions to also have students train at the Airport as part of opportunities for local young people. JL said that Maintenance, Repair and Overhaul (MRO) was one of the points that the Airport wanted to address as recruitment was a global issue. Potential customers focussed on skill sets and focus on cargo would require asset investment to drive additional build but was a potentially lucrative market opportunity going forward. The Airport's ambition was to increase MRO and bring in related industries which would blend with site activities but also interact to create opportunities. It was important to focus on all the opportunities the Airport could promote and for partners to work together to achieve that and create jobs and careers. JS said it was important that the talent being produced so close to the Airport was not all exported across the UK.
- RA raised a question about the south side of the Airport and general movements, how many movements there were, how the Airport compared to others, whether the Airport was growing and what the plans were for general aviation. CM said the south side of the Airport was extremely important for FBO and general aviation. That area was being reviewed, including projects concerning radar mitigation and a parking review.
- RA also asked about any plans to promote training and increase the training capacity at Cardiff Airport. CM said that was also an area being discussed with the south side operators and had been trialled previously. The Airport had held charity fly-in days as a means of promoting use of the airfield and raise awareness. JL added that the south side was more limited with development for access to housing, security rules and regulations etc., whereas the north side was more commercial.
- RA further asked about hangar space at the Airport, which had no allocation on the south side as it was an International Airport, and would be important given the Airport's coastal location. CM said that the Airport run the airfield and for the St Athan site that would be a matter for Welsh

Government who were responsible for commercial agreements. RA said there may be an opportunity for the Airport to look at hangar space as a potential method of income generation as currently that opportunity was being lost to other airports. NF said that there were a number of aspects on the site that would need to be considered as part of the Airport masterplan development. JL said that was correct and was part of the land considerations on the site.

Outstanding action points from the last meeting were therefore as follows:

ACTION POINTS:-

No.	Action	Date
1.	RJ to see if the National Travel SUV had captured the Airport in terms of getting to and from the site.	On or before the next meeting.
2.	JL to provide some travel statistics for ongoing destinations for passengers arriving into Cardiff Airport, with a particular interest in the Vale of Glamorgan.	On or before the next meeting.

The Chair thanked JL and CM for the update provided.

8. Business Update from Committee Members

8.1 MS advised that no matters had been raised prior to the meeting.

8.2 HT asked what the latest position was in regard to Air Passenger Dity (APD), as a recent press release advised that Germany and Sweden had reduced theirs, especially on long-haul flights. APD was devolved in Northern Ireland for long-haul flights and Scotland were in the process of considering theirs. JL said the recent change in the Senedd was timely and it was hoped would mean a challenge on APD for Wales as it would need to be devolved from Central Government. APD had gone up to around £16 per passenger, for both in and outbound travel, paid for by the airline and passed on to customers. If APD could be devolved, then it would be possible to attract more long-haul flights into Cardiff and increase economic development in the area.

8.3 The Airport was looking to invest in the fuel farm currently to future-proof it as an asset for the Airport as airlines developed more sustainable aviation of mixes of Jet A1 and Sustainable aviation fuel (SAF). NW said she would pass on details of a company who were working with Teesside Airport and had a modular design for hydrogen facilities that may be of interest to the Airport both in terms of futureproofing and carbon reduction strategy. JL said the Airport were also as far as possible replacing diesel with electric from the solar farm by the end of the year.

8.3 HT asked about the status of the next Airport masterplan. JL said there were two aspects to master planning; one as an asset and one for the region as the Airport would be part of the Enterprise Zone. CM added that the Airport had a new leadership team which brought with it changes in philosophy, attitude and desired outcomes. Committee noted that over the last year Cardiff Airport was being mentioned more widely and talked about more positively as it was growing and named by the CAA as the UK's second fastest-growing airport.

8.4 Transport to and from the Airport remained an issue for the Committee and CCu provided an update concerning the 905 bus route that connected Rhoose Station to the Airport as a ten-minute journey. Passengers could travel to Rhoose station direct from Cardiff Central to connect to the hourly service from Rhoose to the Airport. Discussions had taken place in order to be compliant with the Traffic Commissioner and ensure that the bus should never depart more than one minute early or five minutes late in order to remain in line with the associated train times as that link was specifically for the train. It was noted that the 905 route had recently changed in order to service the hotel.

8.5 The question was asked whether there was any consideration of flight times of the bus timetable. CCu said there was not as buses were timed to support the train timetable. CM said they would be happy to provide the flight programmes if that assisted with timing concerns.

8.6 Feedback had been received to suggest that timetabling needed to be looked at, as the 905 was departing the Airport at twenty-five to the hour, but passengers were having to wait for the next train as most of the flights were coming in more at twenty to quarter to the hour now.

8.7 Passengers were able to pay with cash or by card on the bus to purchase an integrated ticket for train and bus, however there had been some feedback received about the integrated ticket that needed to be addressed in terms of messaging and ensuring passengers were selecting the correct option.

8.8 Committee noted that the 905 bus service was a subsidised service and that passenger numbers varied depending on time of day, day of the week and seasonally. The 905 service ran Monday to Saturday, departing from the Airport at around 5am and terminating around 10pm, with Sunday hours in operation as part of a weekly offering.

8.9 Adventure Travel used to operate the T9 service from the Airport to Cardiff and have conversations with TfW around any plans to reintroduce that service and the possibility to tender to run such a service. The Airport also continued to lobby for the reintroduction of that service.

8.10 JS said that the College currently had 300 learners that depended on bus services to get them to College. In the new site from September, there would be another 2000 learners that would need to get to and from College during core hours. One of the biggest barriers to learning was travel, not just cost but frequency. CM said the Airport had the same issue for its staff.

8.11 Brad Williams, Communications Officer at the Airport, had taken the journey to the Airport from Cardiff and there was a video on LinkedIn detailing his experience. NF said it would be interesting for Committee members to take the trip for their own understanding and see where any problems were.

8.12 RJ added there was a 304 service operated by First Cymru from Cardiff to the Airport via Llantwit and Barry which was a longer journey time but another travel option as a direct link from Cardiff with no changes.

8.13 Committee noted that the cost of the integrated bus/rail ticket that covered the train to Rhoose and then the 905 shuttle bus to the Airport was £7.20 for a single ticket. It was further noted that you had to download an app rather than being able to buy a ticket on the website. NF said it would be interesting if a comparison could be out together of the various travel costs and travel times from a number of starting points to the Airport. There needed to be a quick solution that served staff, students and passengers.

8.14 RJ said that cost was one factor, but journey time was another, so taking to customers about their needs would be important, including whether there were concessions available for students, family travel, etc.

8.15 The Chair said there were a number of factors to consider and that the Committee wanted to be able to support all parties to reach resolutions rather than criticise. If there was anything practical that the Committee could assist with to make improvements, that would be no problem.

8.16 RJ added that there was a commitment for a second service per-hour on the Vale of Glamorgan line with a target of December 2026, although that did have its challenges as Network Rail own and operate the line and TfW run the services. There were level crossings on the line that would need to be closed or mitigated due to risk tolerances and new developments in the area would add additional people to those areas, which would have cost or time implications. Network Rail and TfW were working together on a task-and-finish basis to address the issues. Once the second service per-hour offering was available, the prospect of doubling-up in bus services could happen fairly quickly but may be dependent on additional subsidy or prove to be profitable routes. CC said that would be part of the regional ask for bus network funding so the Vale of Glamorgan would have to come to the Region and make the case for to double the frequency on the best network.

8.17 CCu said it was also important to know if Welsh Government planned to continue such schemes as children aged 5-15 and 16-21 travelling for £1 which had been extended to September this year, but it was not known what was planned from March 2027. Committee noted that would be a political decision.

8.18 NF said the discussion showed there were challenges for journeys to the Airport, including there needing to be one App for integrated travel and ongoing digital support for those that needed it as that was the direction of travel currently.

8.19 CC provided an update in the interchange at St Athan. TfW now had funding this year to begin work to develop that site and Cardiff Capital Region (CCR) were working with TfW and the Vale of Glamorgan Council over the next few weeks for a potential rail link for the St Athan area as part of an Outline Business Case. RJ said that it was feasibility work currently, looking at location, clarity around any build and also take into consideration housing and employment, etc. Obviously, a lot of the building of the new housing was over a long time period, and there would need to be that second service per-hour on the line as a new station did not make sense with one service per-hour, but the initial design work was being looked at. CC said it was also important to maximise the opportunities for the Airport and CCR Energy also.

8.20 NW advised that the second chimney stack at Aberthaw was planned to be felled in the next two weeks. There would be a viewing platform at Fonmon Castle as a safe viewing area for guests to book a place to view the event.

8.21 AE reported that it had been a good summer for tourism in the Vale of Glamorgan with more visitors to Barry, both nationally and internationally, as a result of the popularity of 'Gavin and Stacey.' The economic effect of tourism ran into millions of pounds and would be reported back to the Vale of Glamorgan Council on an annual basis.

9. Dates of future meetings.

9.1 The dates of future meetings had previously been discussed as being:-

- Wednesday 2nd September 2026 @ 18.00pm
- Wednesday 2nd December 2026 @ 18.00pm
- Wednesday 3rd March 2027 @ 18.00pm
- Wednesday 9th June 2027 @ 18.00pm (Annual General Meeting)

10. Any Other Business

10.1 There was no further business discussed.

Thanks were extended to everyone for attending the meeting.

(Meeting concluded)
Distribution:
All ACC Members
