

Environmental Effects

Q2 2026

Agenda

- Admin: Apologies
- Matters arising from previous meetings
- Development update – Stuart Butson
- General Sustainability update
- 2025 Environmental Compliance
 - Noise Mitigation Scheme & CDA's
 - Environmental Complaints
 - Waste Management
- AOB
- Future Dates

Development

Stuart Butson

Construction Environmental Management Plan (CEMP)

A CEMP acts as a roadmap ensuring construction projects comply with environmental regulations.

- **Key Purposes:**
 - **Environmental Compliance:**
 - Ensures adherence to legal, local, and regulatory requirements.
 - **Pollution Reduction:**
 - Prevents and minimizes air, water, noise, and soil pollution during construction.
 - **Resource Management:**
 - Promotes efficient use of natural resources, including water, energy, and materials.
 - **Biodiversity Protection:**
 - Ensures habitat protection and mitigates impacts on wildlife and ecological systems.
 - **Stakeholder Engagement:**
 - Promotes transparent communication with communities, stakeholders, and local councils.
- **Overall Goal:**
 - To integrate environmental considerations into project planning and execution, ensuring sustainability and responsibility.

How We Monitor Internally

- We have monitors across site recording ground water and air quality.
- CEMP compliance is a requirement of all projects undertaken.
- Project Governance.
- Minimum of monthly compliance check-ins (managed day to day).
- Development Review Day compliance check-in.
- Check-In through Planning & Sustainability Committee.

Rainwater Management

- During Construction works
 - Silt Management and run-off where appropriate
 - Detention basins if temporary additional hard surfaces are introduced
- Permanent Solutions & Through Design & Sustainable Drainage
 - SuDS (Sustainable Drainage Systems)
 - Environmentally friendly, nature-based techniques designed to manage stormwater locally, mimicking natural drainage to prevent flooding, reduce pollution, and enhance biodiversity. They manage water close to the source using features like permeable paving.
 - Flood risk assessments are part of the Civils Engineers Design Standards
- Inspections & Maintenance
 - Periodical checks and maintenance across the site surfaces.
 - Upgrading existing surfaces through CAPEX projects.

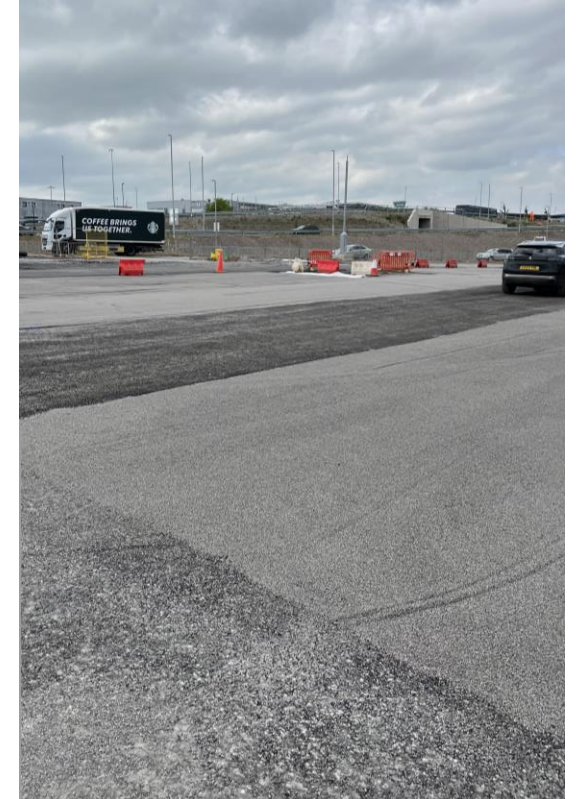
Projects Currently On-Site

- Terminal Transformation Extensions



- Northside Carpark (Landscaping works across Northside of the site)
- Energy Centre and HV network enhancements

- Northside Carpark (Mid-Stay)



Sustainability Update

Hannah and Sundar

General sustainability update 2026

- Noise management plans and 2025 AMR submitted to NSC for approval. To be shared with EEWP members following approval.
- Energy centre build underway!
- 6 new electric vehicles in 2026
 - 48% airside buses electric
 - 67% of landside
- 2025 Annual sustainability report complete. To be published on our website this week.
- Airport supporting 5 hydrogen projects applying for Innovate UK's zero emission flight fund.
- Noise Mitigation Scheme open!

Our journey to net zero operations

We have several targets to enable us to effectively monitor and reduce our operational carbon footprint:

1. Net zero operations by 2030

Bristol Airport has committed to achieving net zero operations by 2030. This means that all direct carbon emissions from our operations will be reduced as far as practicable, with any residual emissions that cannot be removed (due to technology or safety constraints) to be offset by internationally recognized offsets.

2. 2026 business KPI: 7% reduction in CO₂ vs 2025

Our 2026 KPI under "a sustainable future" is to reduce our carbon emissions by 7% compared to 2025, using market-based factors, which considers renewable energy procured from the grid. We will continue to monitor and report on both location-based and market-based factors but will be using a market-based approach to track performance against this year's target.

3. Interim carbon target for net zero operations

As part of our 2023-2028 sustainability strategy, we have set an interim carbon target to reduce our emissions (scope 1 and 2) by 73% (relative to 2019 levels) by 2027. See update on next slide.

Quarterly comparison: Q1 '25 vs Q1 '26

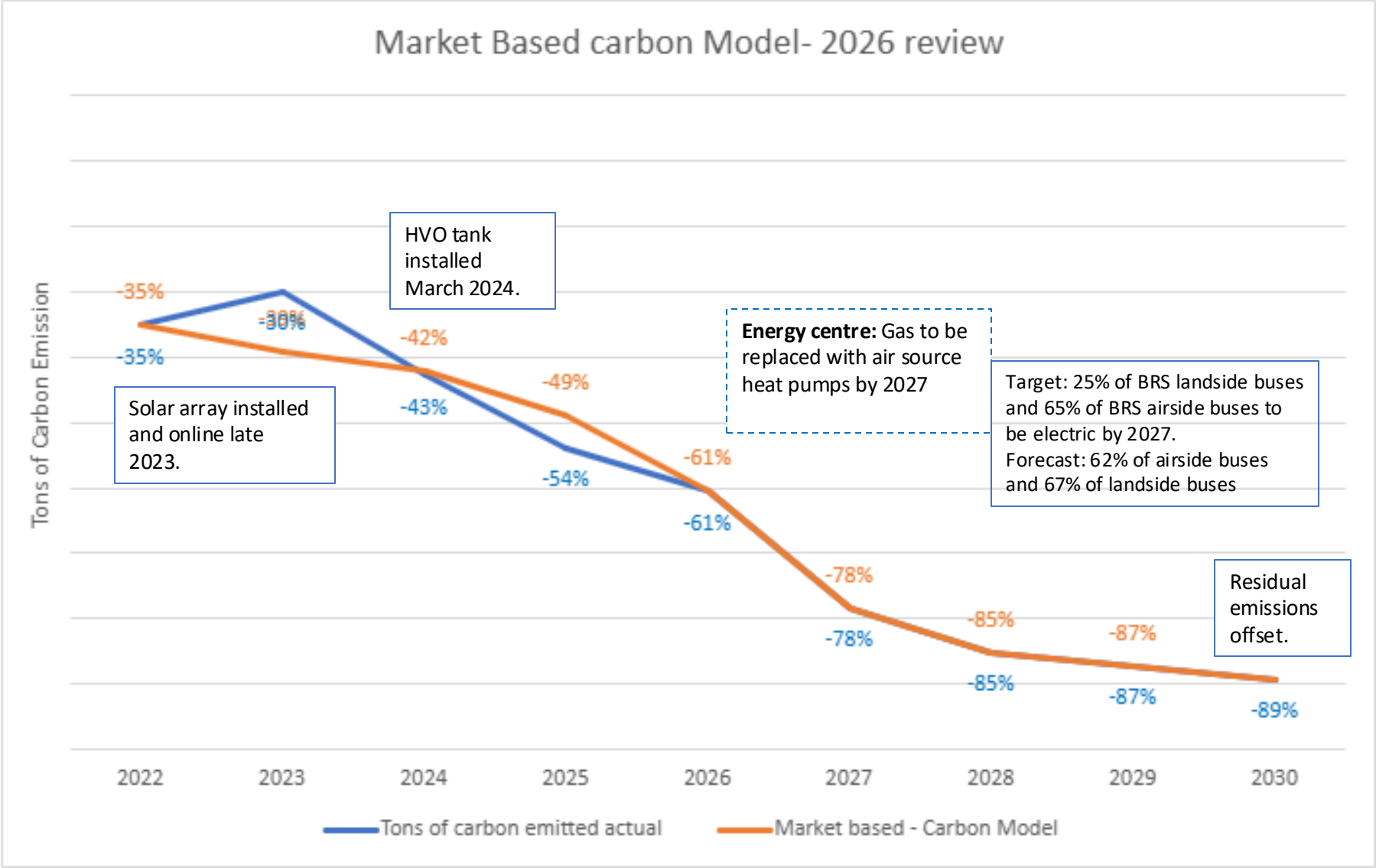
2026 business KPI: 7% reduction in CO₂ vs 2025

- **Market-based emissions fell by 32%** comparing just Q1 of 2025 to 2026. This improvement is driven by our growing investment in removing gas from site as well as electrification of equipment and vehicles.
- **Electricity consumption decreased by -0.5%**, despite increased passenger numbers and construction activity showing that recent energy efficiency measures—such as LED upgrades, smarter controls (BMS), and operational efficiencies—are beginning to deliver results.
- **Gas consumption has decreased by 32%**, largely due to the West Walkway going offline and milder weather reducing heating demand. This drop reflects our phased approach, where boilers were gradually turned off and meters were intermittently activated during the transition.
- **Fuel use (Diesel and HVO) dropped by 44%**, reflecting the continued rollout of low-emission vehicles and increased reliance on HVO across the fleet.

Q4 2024 vs Q4 2025		2025 Q1	2026 Q1	% Change
	Gas	346.95	235.79	-32%
	Electricity	626.50	623.59	-0.5%
	Fuels (Diesel and HVO)	125.97	71.11	-44%
	Fire training LPG	0.68	0.68	0%
	Refrigerants	45.95	45.95	0%
	De-icer	28.05	20.50	-27%
	Location based	1,174.10	997.61	-15%
	Market based	547.60	374.02	-32%

In tons of CO₂e

Path to Net Zero – 2030



How are we tracking?

The interim carbon model takes into consideration the most up to date data as well as future emission projections.

The energy centre will enable us to reach our interim carbon target of a 73% reduction in emissions location based.

Environmental Update

Beth Wingfield

Environmental Compliance - Noise Mitigation Scheme

- Application window opened 1st April 2026
 - Due to close 1st June
 - Second application windows: July – Sept
- 24 application as of 21st April 2026

bristolairport.co.uk/corporate/community/noise-mitigation-grants/



Continuous Descent Approaches



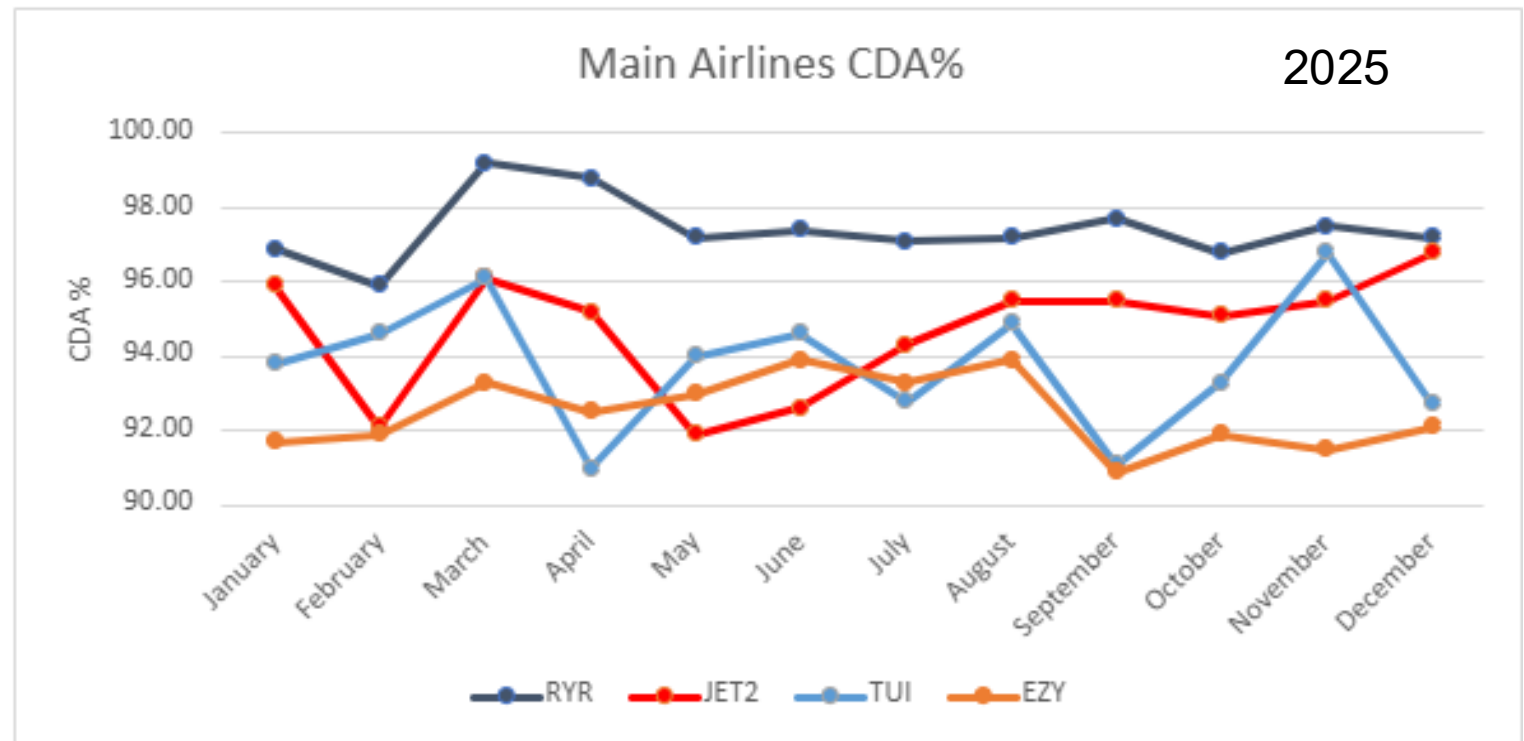
Track Keeping- within Departure Noise Preferential Routes

Continuous Descent Approach- higher for longer with smooth decent

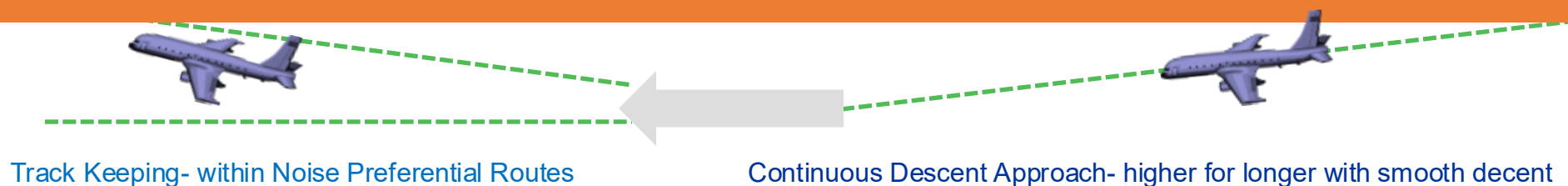
RYR has strongest CDA performance,
96.9% for Feb.

Tui at 85.7% for Feb – monitoring

Will continue to share and address with airlines.



Airspace Activity- Approach and Departure – All Airlines



2025	Departures	Violations	% on track
Jan	2197	12	99.45%
Feb	2451	15	99.39%
March	2897	18	99.40%
		Average:	99.41%

Data only inclusive of movements of Aircraft over 5700kg in 2025/6

Track keeping – up to 4,000ft

Noise Preferential Routes



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LEGEND:

- Bristol Airport Runway
- Departure Route Corridor

Rev	Date	Description	Initials

REVISIONS

**Bickerdike
Allen
Partners**
Architecture
Acoustics
Technology

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Bristol Airport
Noise Action Plan

Departure Route Corridors

DRAWN: JC

CHECKED: NW

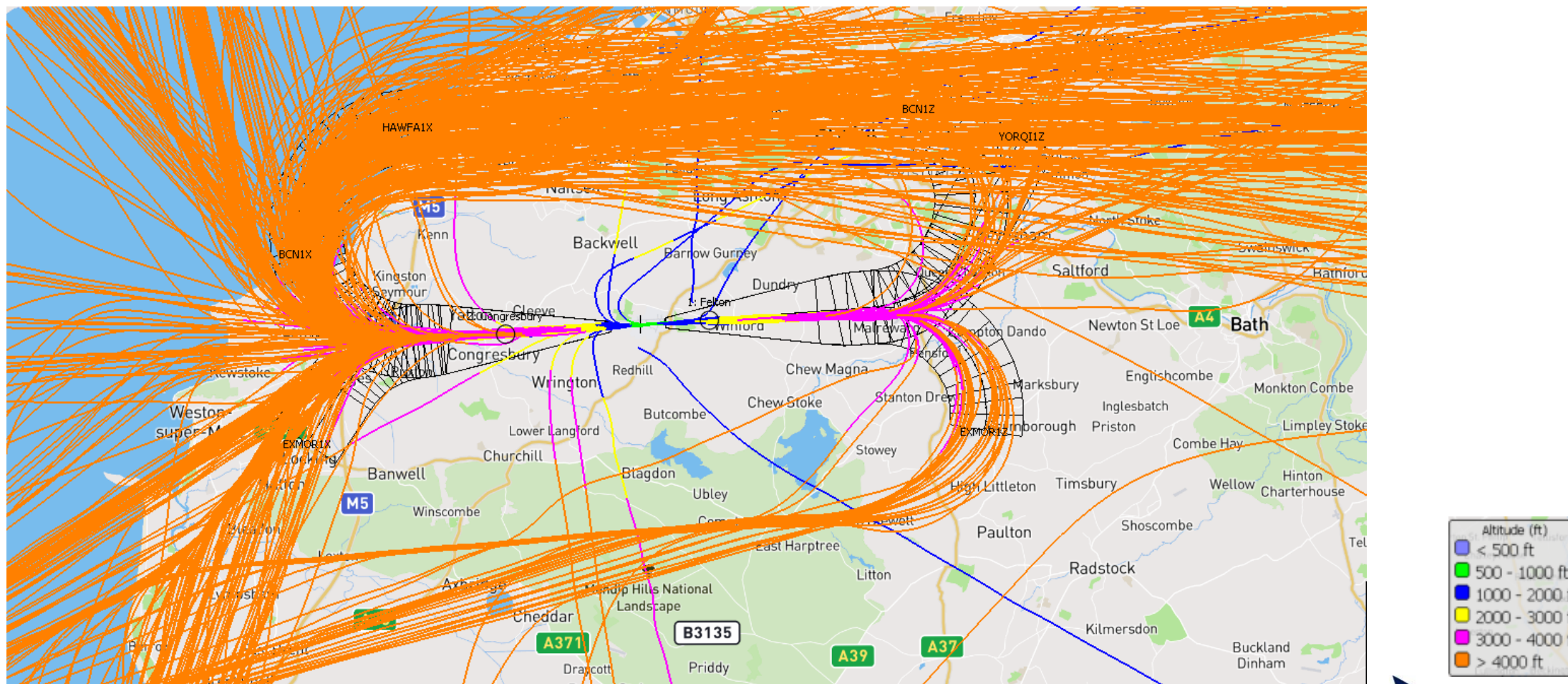
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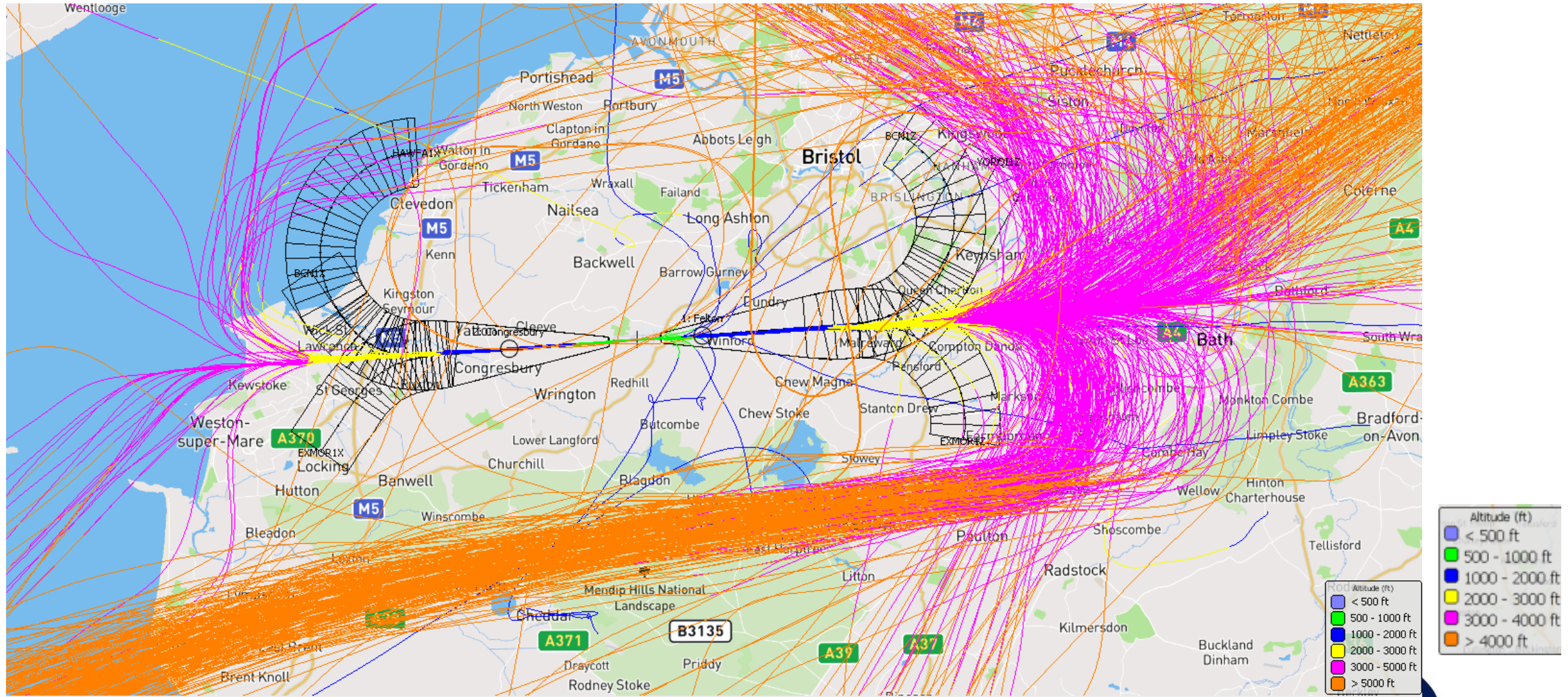
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Departure Tracks by Altitude – WC 13/04 (7 days)



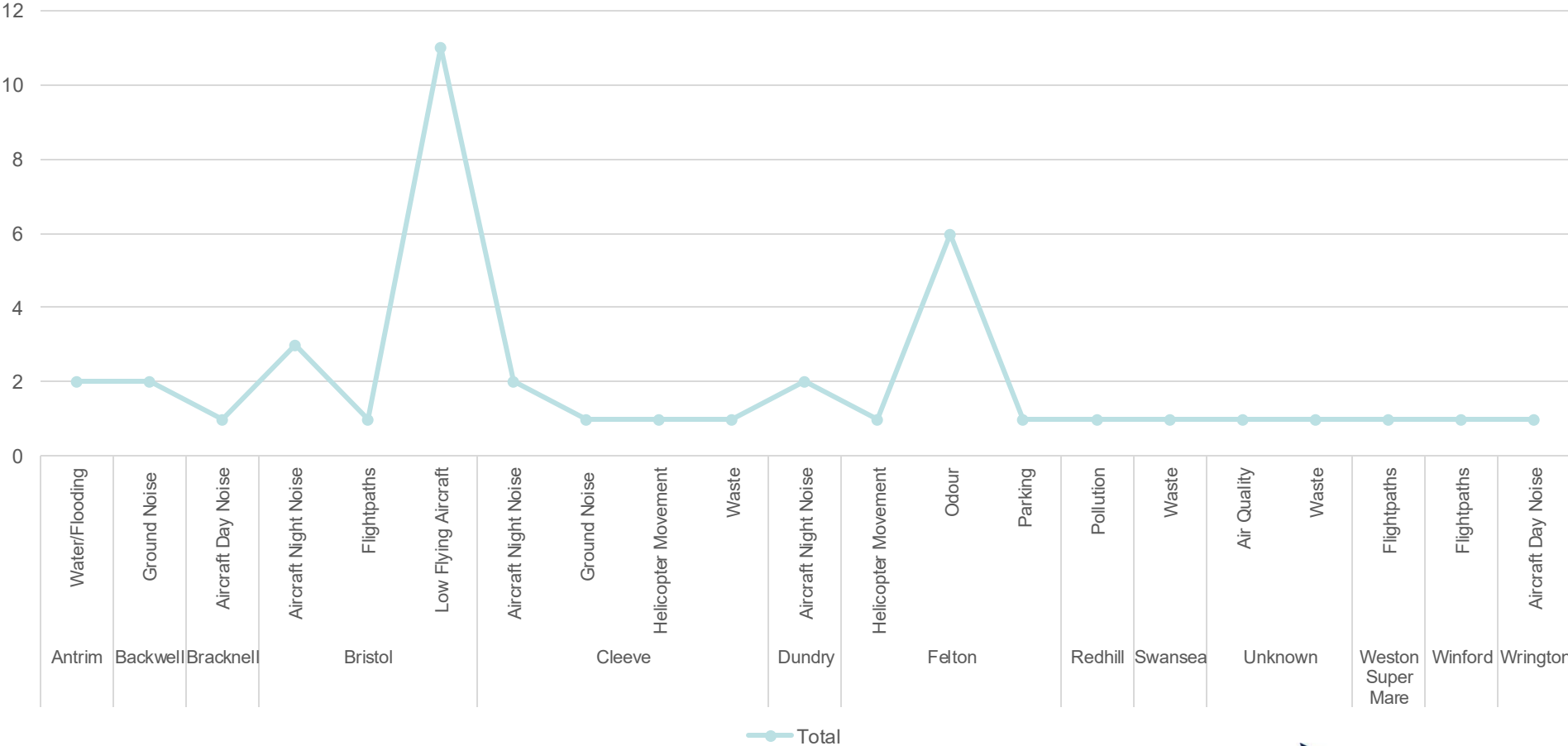
Arrival Tracks by Altitude – WC 13/04 (7 days)



Environmental Complaints – 2026 Q1 (Jan-March)

Count of Each Category by Location (Q1 2026)

Category	Count of Category	Count of Complainant
Air Quality	1	1
Aircraft Day Noise	2	2
Aircraft Night Noise	7	5
Flightpaths	3	3
Ground Noise	3	2
Helicopter Movement	2	2
Low Flying Aircraft	11	1
Odour	6	5
Parking	1	1
Pollution	1	1
Waste	3	3
Water/Flooding	2	2
Grand Total	42	28



Environmental Compliance

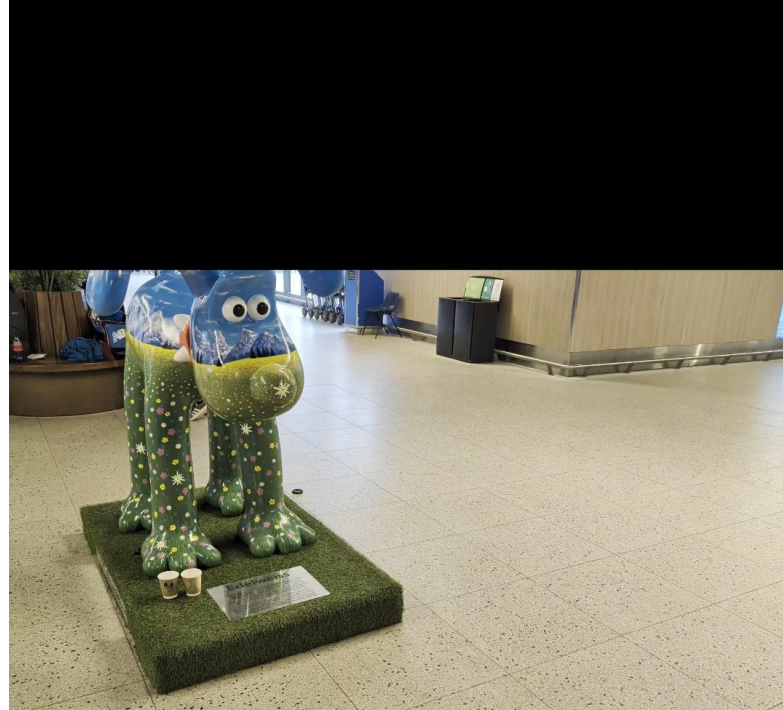
- Waste Management Week (16th-20th March)



- New Recycling and Reuse KPI for 2026 – 70%
 - Currently at 88% for Q1 2026

Environmental Compliance

- Waste Management Week (16th-20th March)



**Say Hello to Colin
and his friend**



To discuss:

Next dates:

8th July (10-11.30am)

With Sortation Yard Visit (11.30-12.30pm)

6th Oct (10-11.30am)