

Environmental Effects

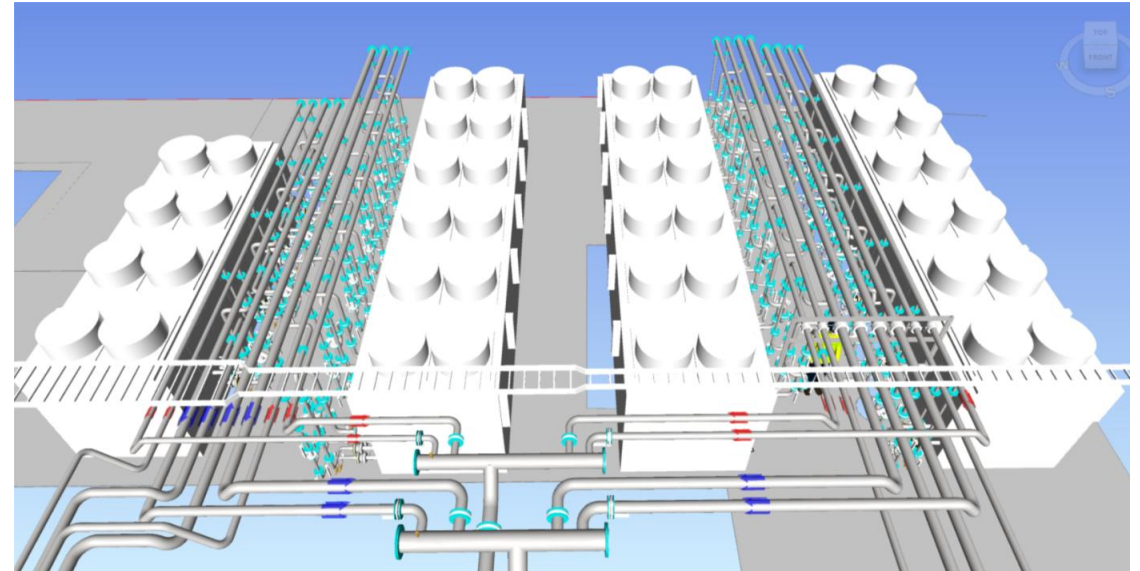
Q1 2026

Agenda

- Matters arising from previous meetings
- General Sustainability Update – a look ahead
 - Introductions
- 2025 Environmental Compliance
 - Noise Mitigation Scheme
 - Environmental Complaints 2025
 - Waste Management
- 2025 Carbon update
 - performance
 - Surface access
 - ACT programme
- AOB

General sustainability update 2026

- New starters! Bethany Wingfield and Sundar Muthuganesan
- 2026 KPIs confirmed:
 - 70% recycling rate
 - 7% reduction in carbon vs '25
 - 95% CDA compliance
- Energy centre design plans confirmed. Installation starts 12th June
- Working on 2025 annual sustainability report and airline league table
- Focus on energy and water management



Environmental Update

Beth Wingfield

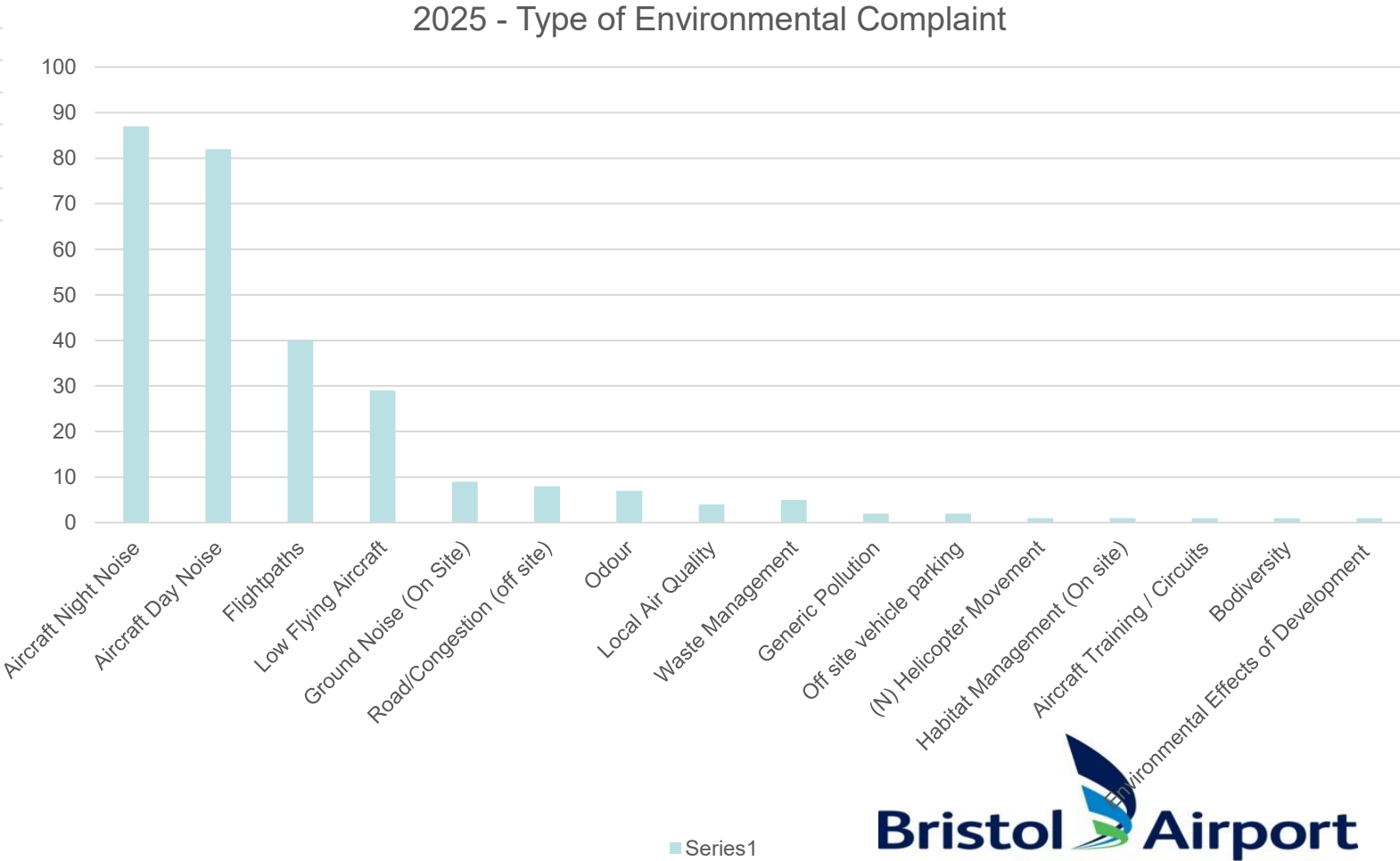
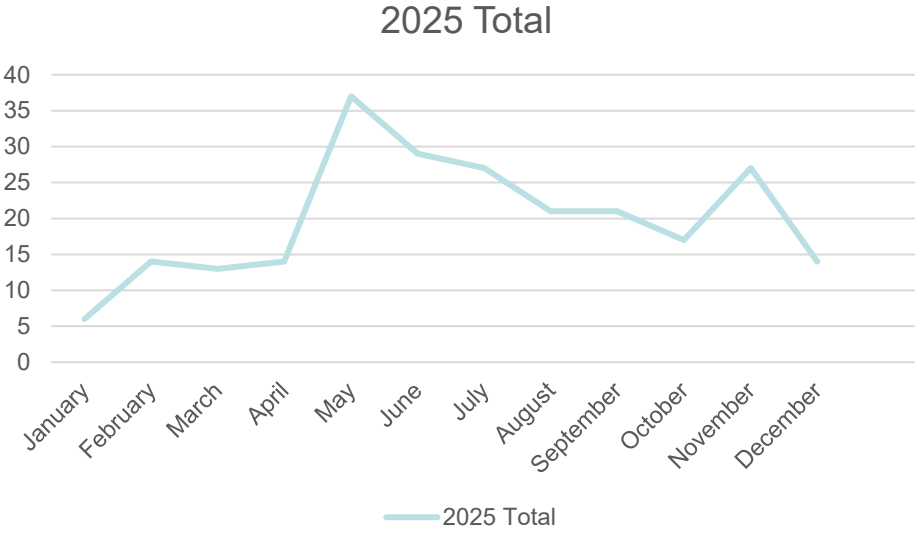
Environmental Compliance

- Noise Mitigation Scheme

- 2025 scheme a success with £200,000 assigned to 39 properties
 - £190,000 paid out to 37 properties (due to applicant's decision)
- No issues or concerns from 2025
- Same system in place for 2026
- Application windows set to be: April-June and July - Sept
- All information to be updated on our website and communicated in Q1

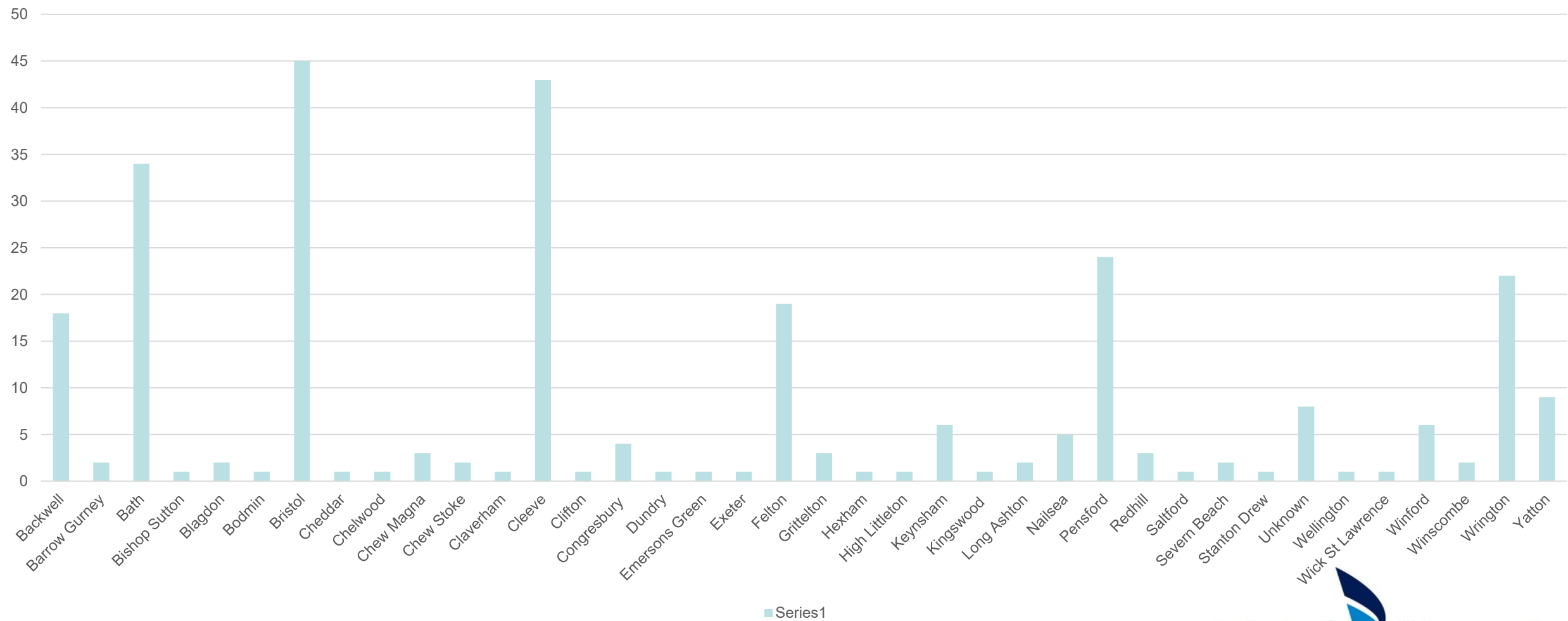


Environmental Complaints – 2025



Environmental Complaints – 2025

Location of Environmental Complaints



Continuous Descent Approaches



Track Keeping- within Departure Noise Preferential Routes

Continuous Descent Approach- higher for longer with smooth decent

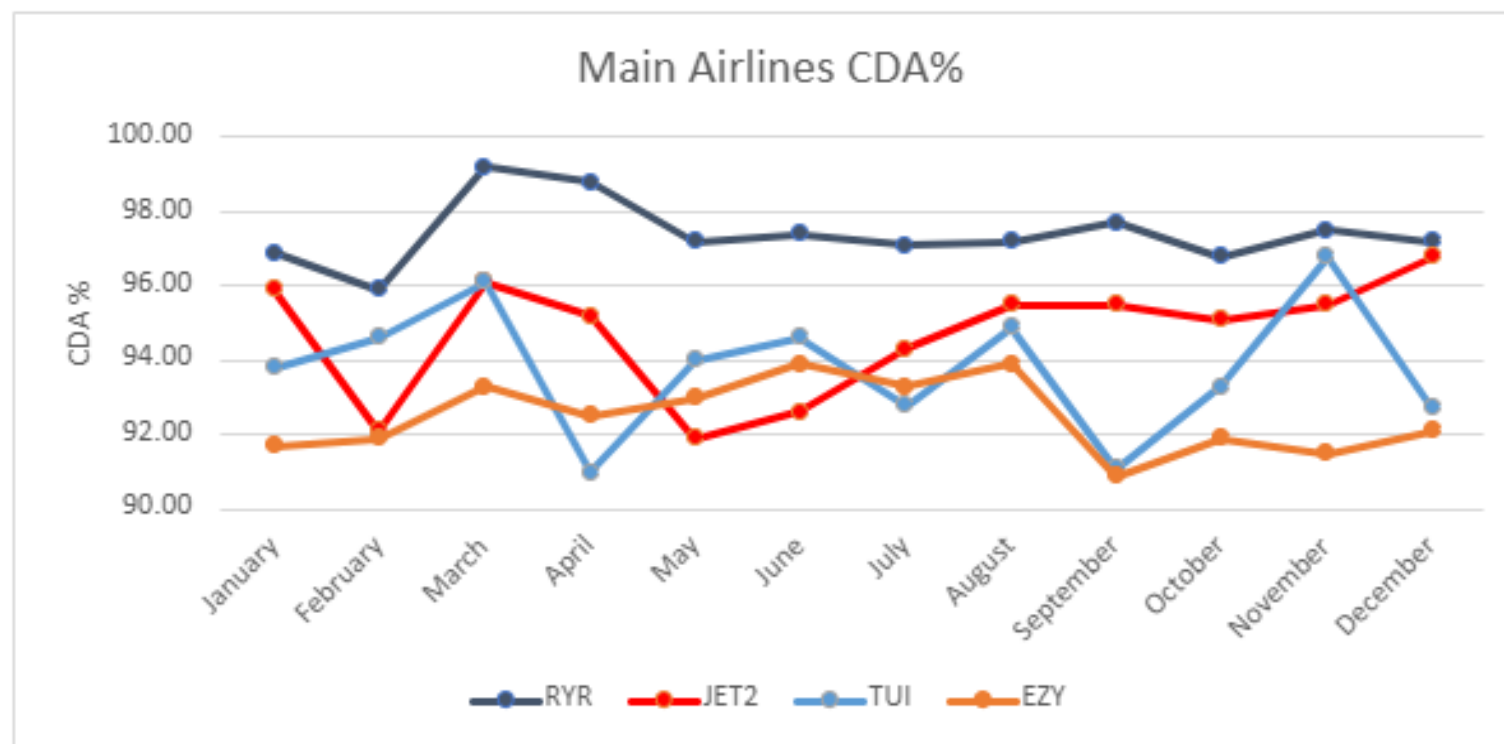
Positive CDA performance 95% for 2025.

CDA performance continues to be strong.

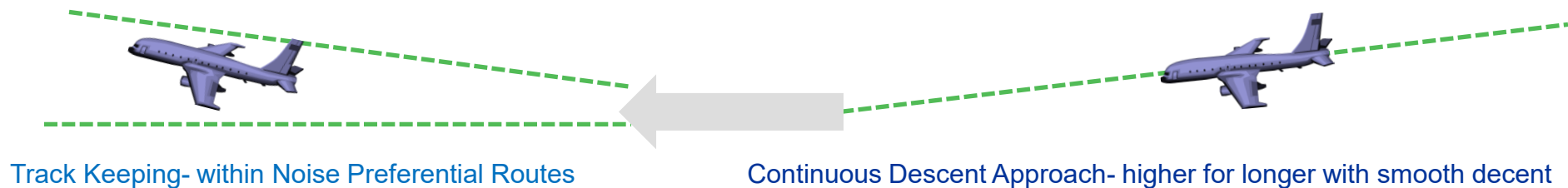
RYR has strongest CDA performance, averaging at 97.41%.

Easyjet at 92.49%

Will continue to address with airlines.



Airspace Activity- Approach and Departure – All Airlines



2025	Departures	Violations	% on track
Oct	3293	32	99.03%
Nov	2324	14	99.4%
Dec	2655	5	99.81%
		Average:	99.41%

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

Track keeping – up to 4,000ft

Environmental Compliance

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

- Great results in 2025
 - Raised our commitment for 2026 (70%)
- Waste Management Week
 - Litter picking in the community
 - FOD walks
 - Training sessions (both with BRS staff and our BP's)
 - Daily tips and tricks guidance
 - Engagement sessions (games, quizzes on sorting practices)
- Internal audits have been undertaken in preparation



Noise Preferential Routes



This drawing contains Ordnance Survey data © Crown Copyright and database right 2023.

LEGEND:

- Bristol Airport Runway
- Departure Route Corridor

Rev	Date	Description	Initials

REVISIONS

**Bickerdike
Allen
Partners**
Architecture
Acoustics
Technology

121 Salisbury Road, London, NW6 6RG
Email: mail@bickerdikeallen.com
www.bickerdikeallen.com

T: 0207 625 4111
F: 0207 625 0250

Bristol Airport
Noise Action Plan

Departure Route Corridors

DRAWN: JC

CHECKED: NW

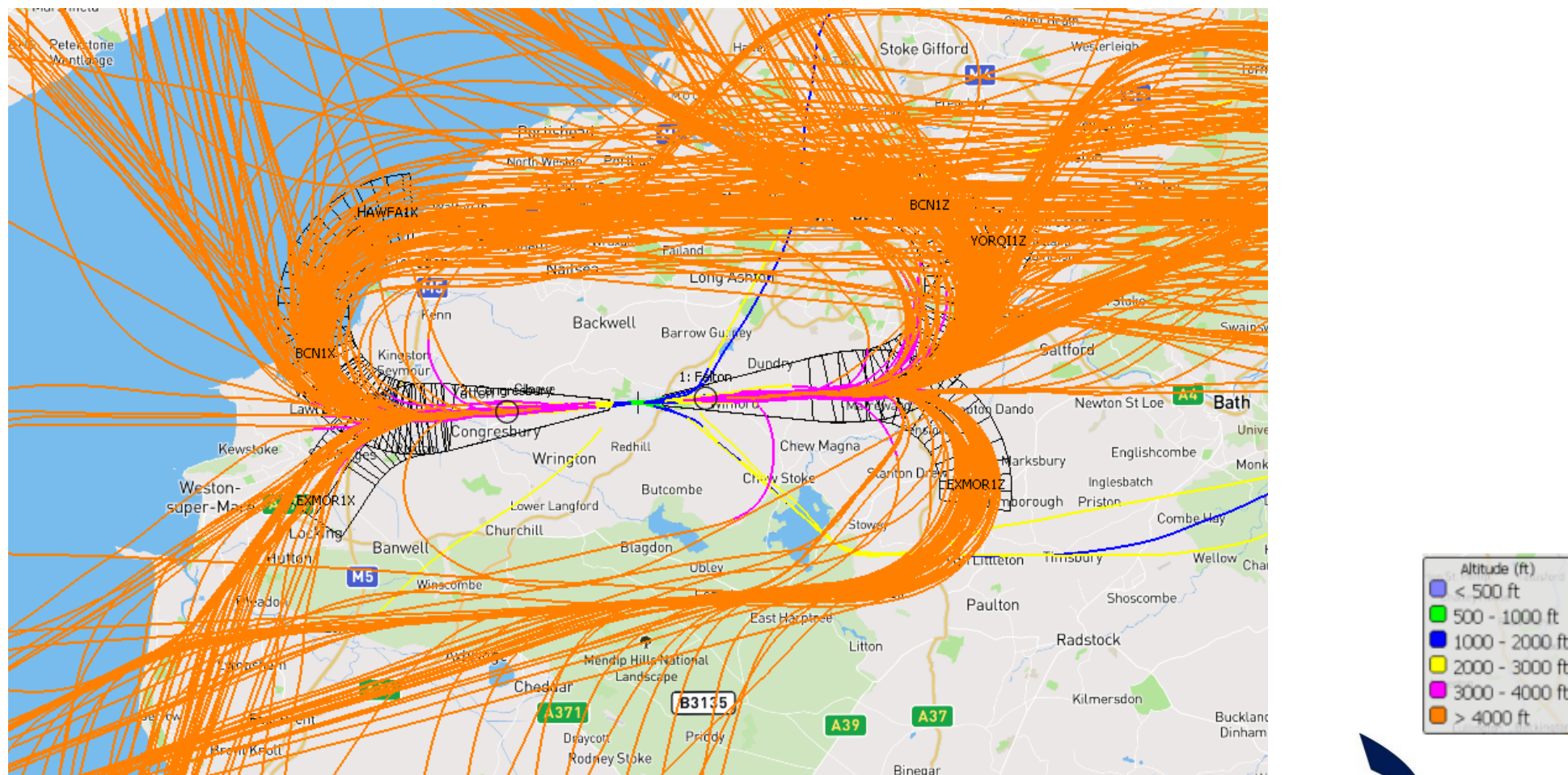
DATE: June 2023

SCALE: 1:150,000@A4

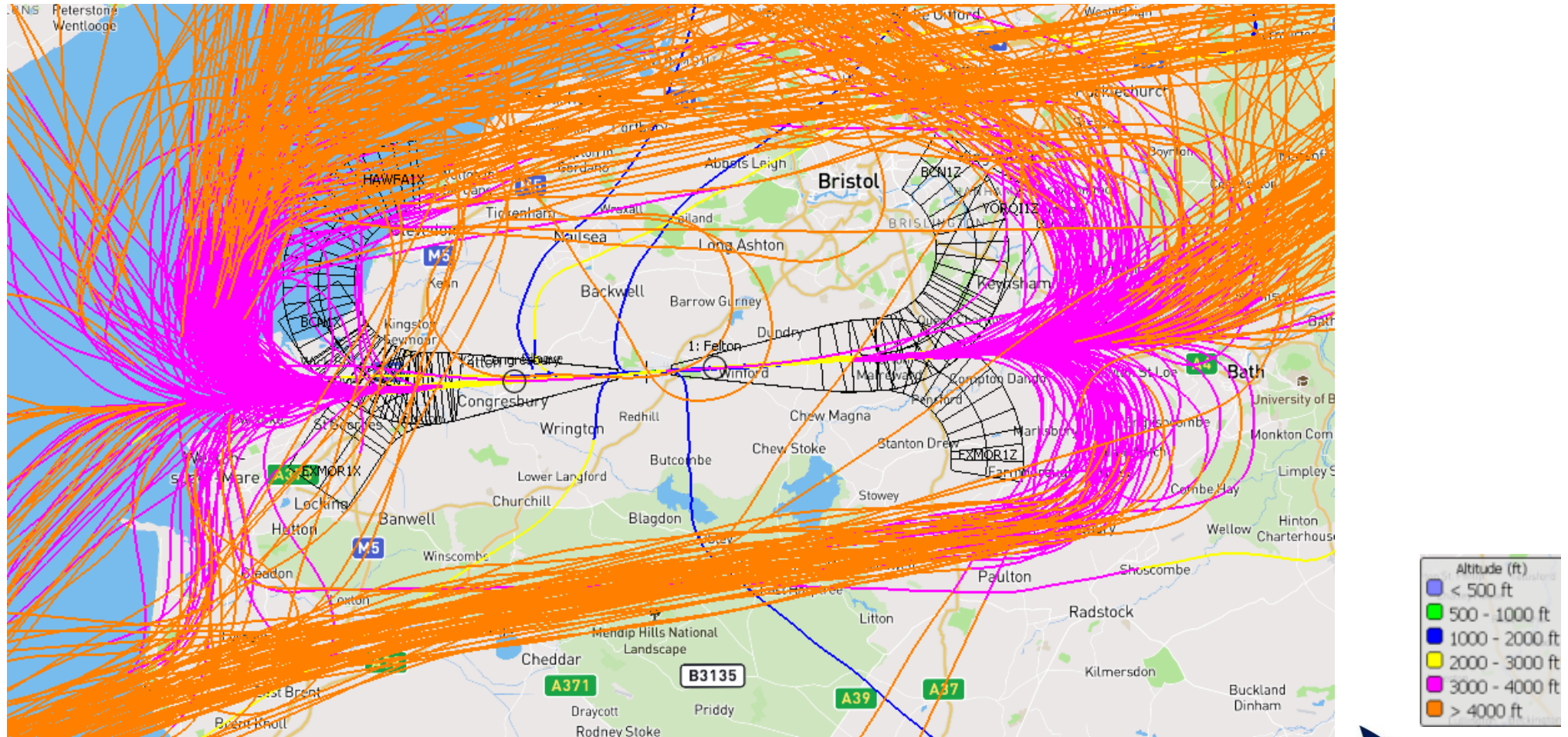
Drawing No:

A11519 01 DR001 1.0

Departure Tracks by Altitude – WC 26/01



Arrival Tracks by Altitude – WC 26/01



Carbon Update

Sundar Muthuganesan

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 recognised offsets.

2. 2025 Internal KPI: 5% reduction in CO₂ vs 2024

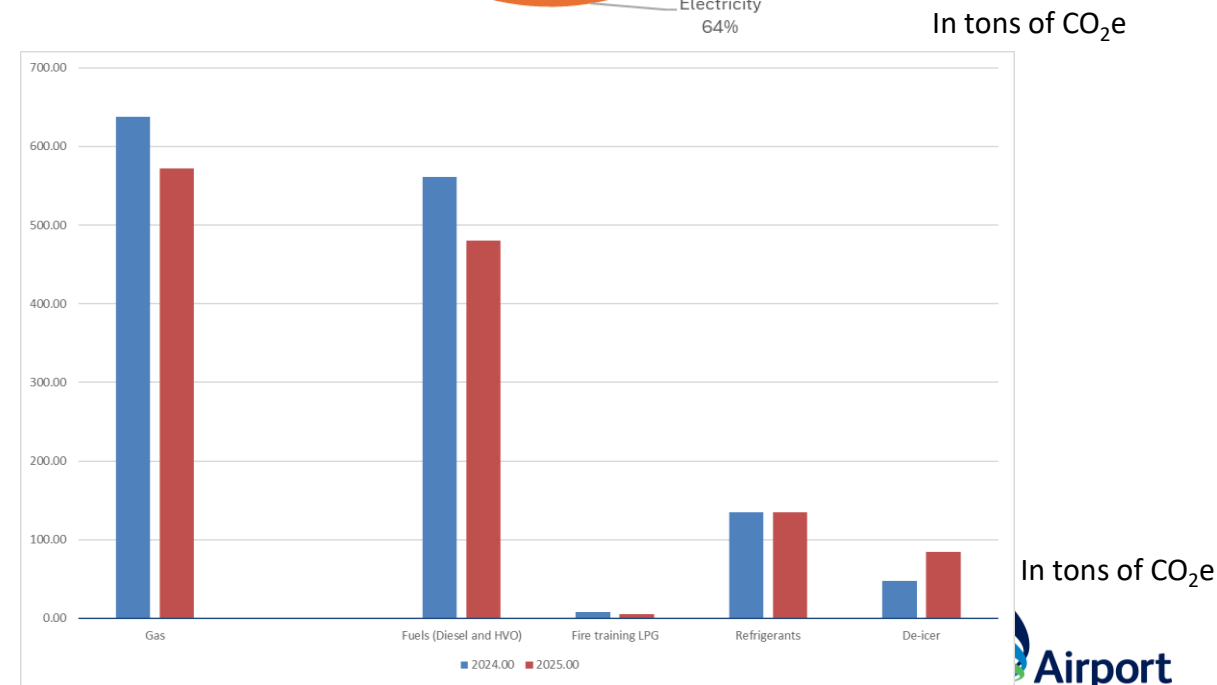
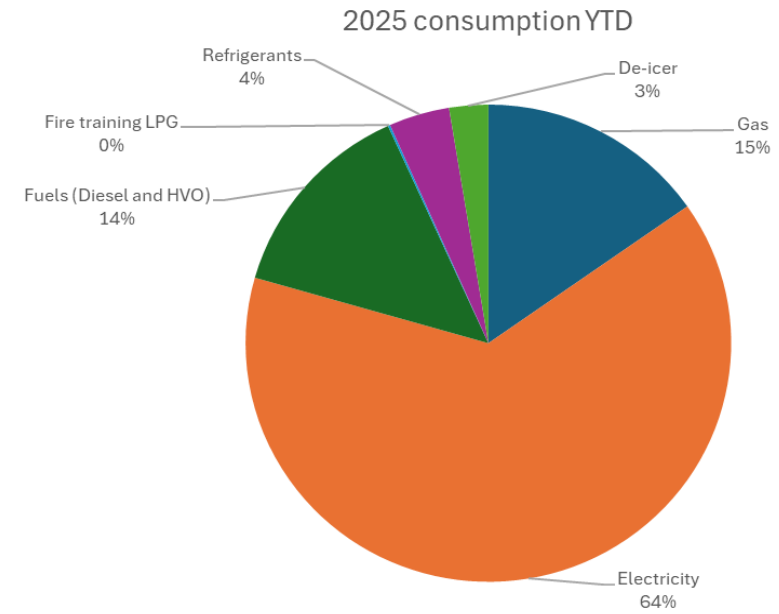
Our 2025 KPI under "a sustainable future" is to reduce our **carbon emissions by 5% compared to 2024**, using market-based factors, which considers renewable energy procured from the grid. We will continue to monitor and report on both location-based and market-based factors but will be using a market-based approach to track performance against this year's target.

3. Interim carbon target for net zero operations

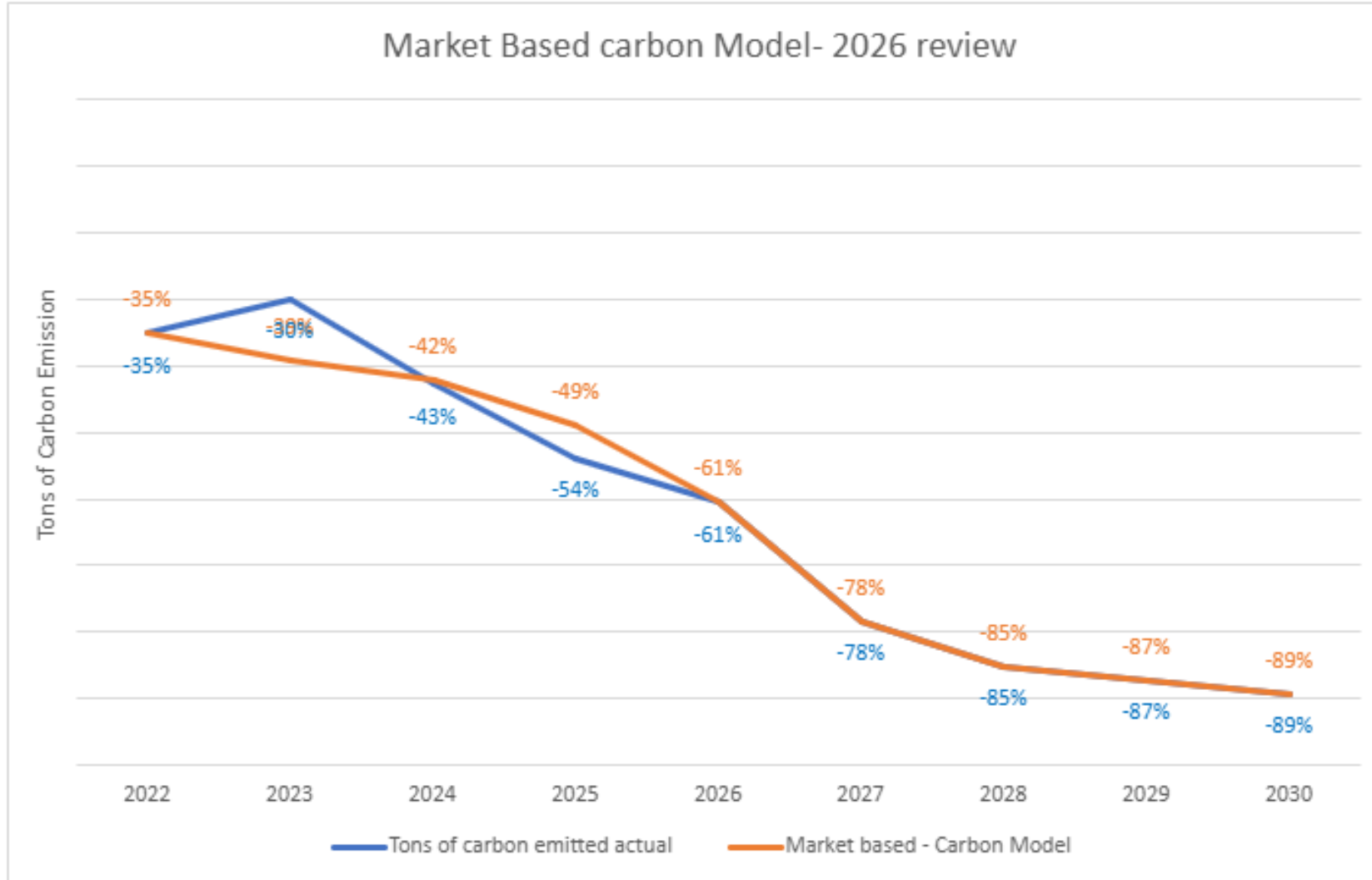
As part of our 2023-2029 sustainability strategy, we have set an interim carbon target to **reduce our emissions (scope 1 and 2) by 73% (relative to 2019 levels) by 2027**.

2025 YTD performance

- Based on current performance and consistent seasonal trends, **we're on track for a 7% reduction in 2025 operational emissions vs. 2024.**
- While overall energy consumption is expected to rise in line with airport operations shifting toward electric-powered systems, the anticipated decarbonisation of the national grid and is supported by our commitment investing in REGOS and virtual PPA.
- Our carbon reduction efforts are independently validated through accreditations such as **Airport Carbon Accreditation (ACA) Level 4+** and **ESOS compliance**. We are also actively working towards **ISO 50001 energy management certification**,



Path to net zero: Our progress



How are we tracking?

The 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 78% reduction in emissions*.

Current projections show a 78% reduction.

Neo/Max Operations 2025

	No. ATMs	% of Total ATMs	2024 comparison
Total	78169		78,546
Neo	16,972	21.7%	14790
Max	10,611	13.6%	8521
Embraer	22	0.03%	104
Total New Engine	27,605	35.3%	23415

Airline	New Eng base mix	% new eng
Ezy	11/19	56%
Tui	5/5	97%
Fr	3/5	60%
Jet2	0/8	0%
Total	19/39	50%

Airport Carbon Transition Fund (ACT) - 2025

- Hydrogen as a fuel source in aviation – by Jacobs
- Nuclear derived hydrogen fuel – by Equillibrion
- Hydrogen storage and fueling on site – by Ultima Forma
-
- Carbon investment and local biodiversity growth – by Verdestone
-
- 2026 applications open in March – Surface access & airline partnership decarbonization are what we hope to see projects in

Surface access

- **New bus service** to Backwell, Nailsea, Portishead launching in April 2026, operating hourly 24hrs/day. Local fares will be available for non-airport trips – e.g. Backwell to Portishead
- **Integration of the U2 into the PTI**, primarily to connect with south west of the airport (Langford, Sandford, Banwell, Locking etc), with extended operating hours overnight/early morning. Aim is for September timetable change window linked to Bristol Uni's current contract end date.
- **Introduction of new group tickets on Flyer services**, increasing attractiveness of buses for families/groups of adults
- **Car share relaunch for staff** in February with new app-based platform to help staff identify car sharing partners and reduce car trips.
- Working with GWR on interchange improvements at rail stations (physical infrastructure, passenger information).

Reminders:

- **Relocation and expansion of free waiting zone** (more than double number of spaces, dedicated bus stop, improved lighting/signage etc) this summer.
- Reserved Matters approval for MSCP3 to start construction
- Working with NSC for start of construction on A38 Downside Road / Major Road Network scheme



To discuss: 2026 topics and dates