

Environmental Effects

Q1 2025

Agenda

- General Sustainability Update
- Environmental Update
- Biodiversity Update
- AOB: Suggested topics for 2025

General sustainability update

Q2 2025

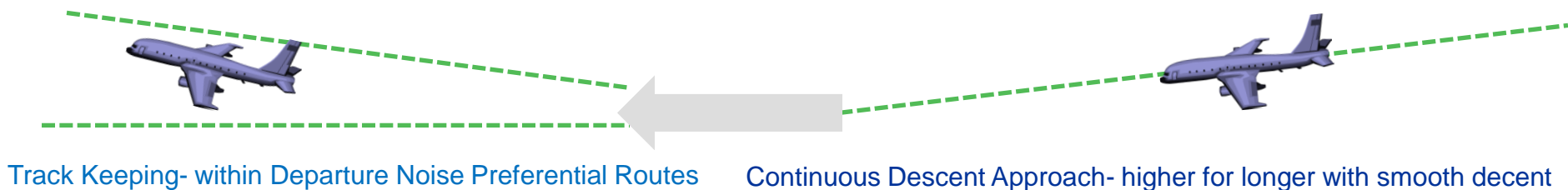
- 69% recycling rate year to date
- Community Parking Action Plan in development with NSC and the police
- Supply chain charter roll out with top ten suppliers to track sustainability performance
- Energy centre design plans underway!
- First annual sustainability report being finalised.
- Noise Mitigation Scheme live



Environmental Update

Hannah Pollard

Continuous Descent Approaches

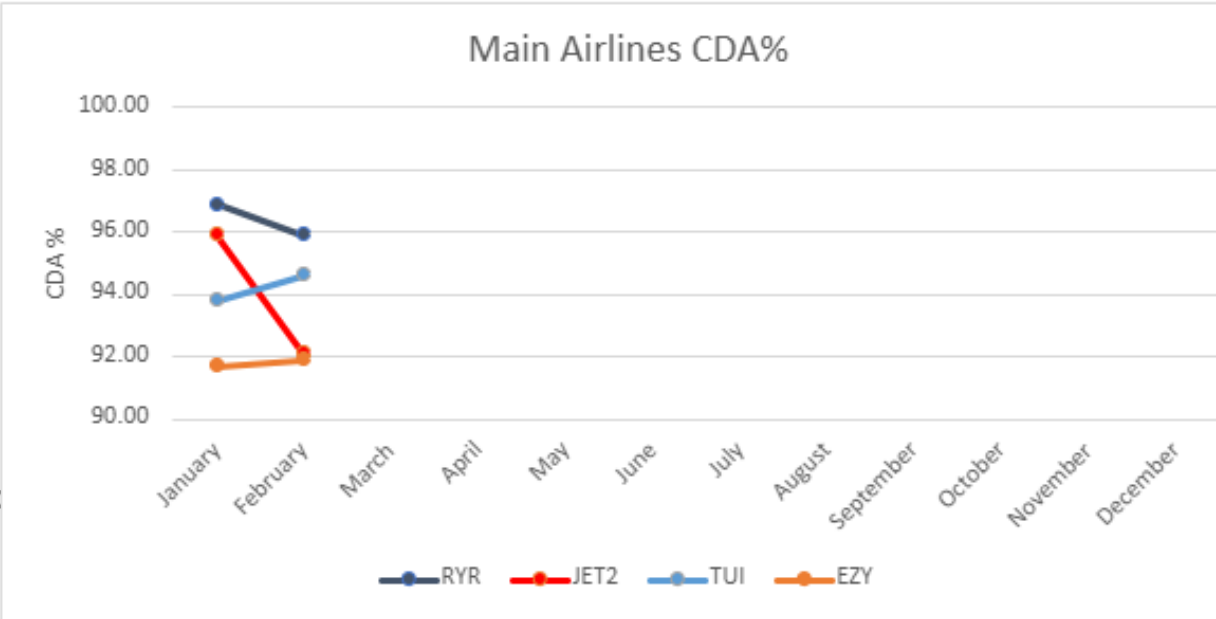


2025	January	February
Total Arrivals	2140	2496
CDA% (All Airlines)	88.46	89.06
YTD	/	88.76
CDA% (Main Airlines)	94.58	93.63
YTD (Main Airlines)	94.58	94.10

Total CDA % for all airlines 2024 – 94.36%
All airlines – 89.55%

Positive CDA performance (94.6%), despite weather disruptions of two days with a yellow wind warning, and one day under winter ops procedures due to snow and ice.

CDA performance down by 1% in Feb 25, compared to Jan 25 but 0.3% higher than Feb 24. Three days saw CDA % below 91%, due to yellow warnings for wind and therefore lowering the monthly compliance average. RYR, EZY and Jet2 all onboarded new first officers currently in training in Feb 24, also contributing to lower CDA compliance.



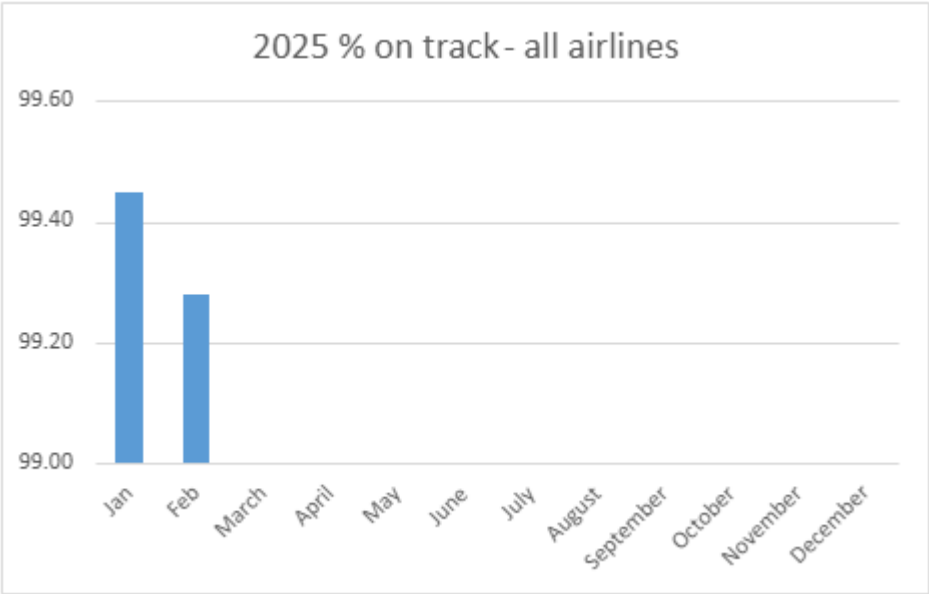
Airspace Activity- Approach and Departure – All Airlines



Track Keeping- within Noise Preferential Routes

Continuous Descent Approach- higher for longer with smooth decent

	2025	Departures	Violations	% on track
Jan		2,190	12	99.45
Feb		2,491	18	99.28
Average				99.37



Notes:

In Jan and Feb, each main airline was responsible for a maximum of two track keeping violation each. This is a very low % compared to the number of departures.

% on track for all airlines remains over 99%

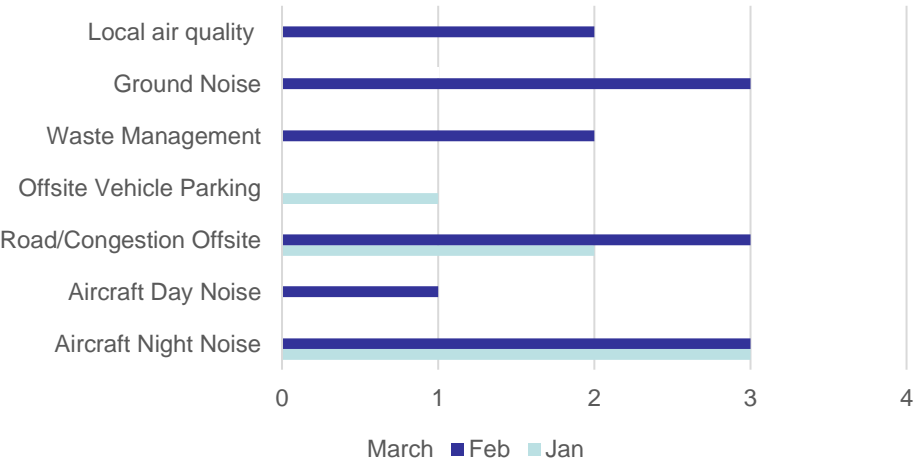
Data only inclusive of movements of Aircraft over 5700kg in 2024

Previous data provided inclusive of helicopter movements and aircraft below 5700kg which are exempt from track keeping as aviation standard.

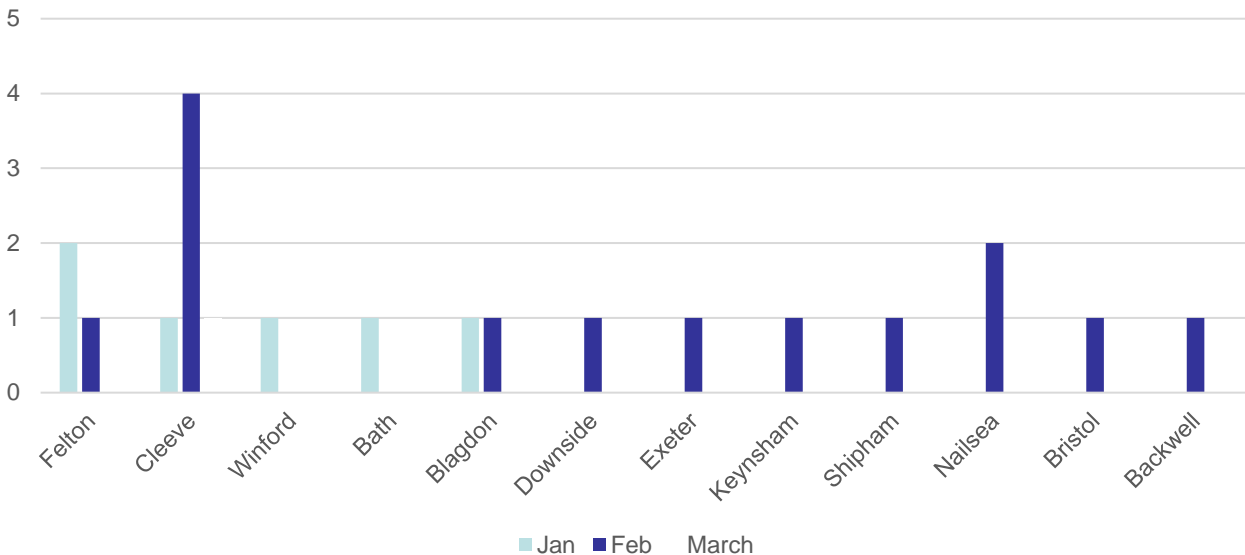
Track keeping – up to 4,000ft

Environmental Complaints – Q4

Nature of Complaints



Location of Complainants



	Jan	Feb	March
Complaints Total	6	14	
Noise (CRM)	3	7	4
Other CRM	3	7	
Other Sources	0	0	9
Complainants this month	6	15	
Complainants (YTD)	20		

	January	February	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
2025	6	14	13										20
2024	10	12	27	27	43	37	27	28	22	39	13	9	294

Noise Preferential Routes



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LEGEND:

- Bristol Airport Runway
- Departure Route Corridor

Rev	Date	Description	Initials

REVISIONS

**Bickerdike
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Bristol Airport
Noise Action Plan

Departure Route Corridors

DRAWN: JC

CHECKED: NW

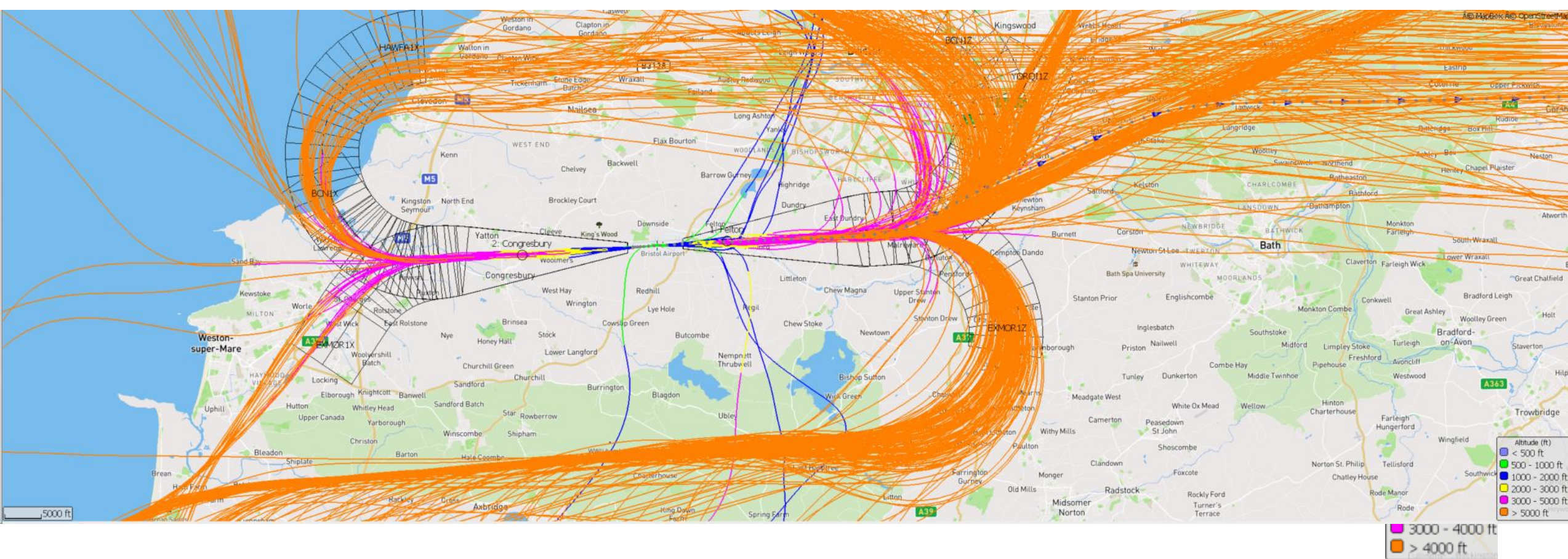
DATE: June 2023

SCALE: 1:150,000@A4

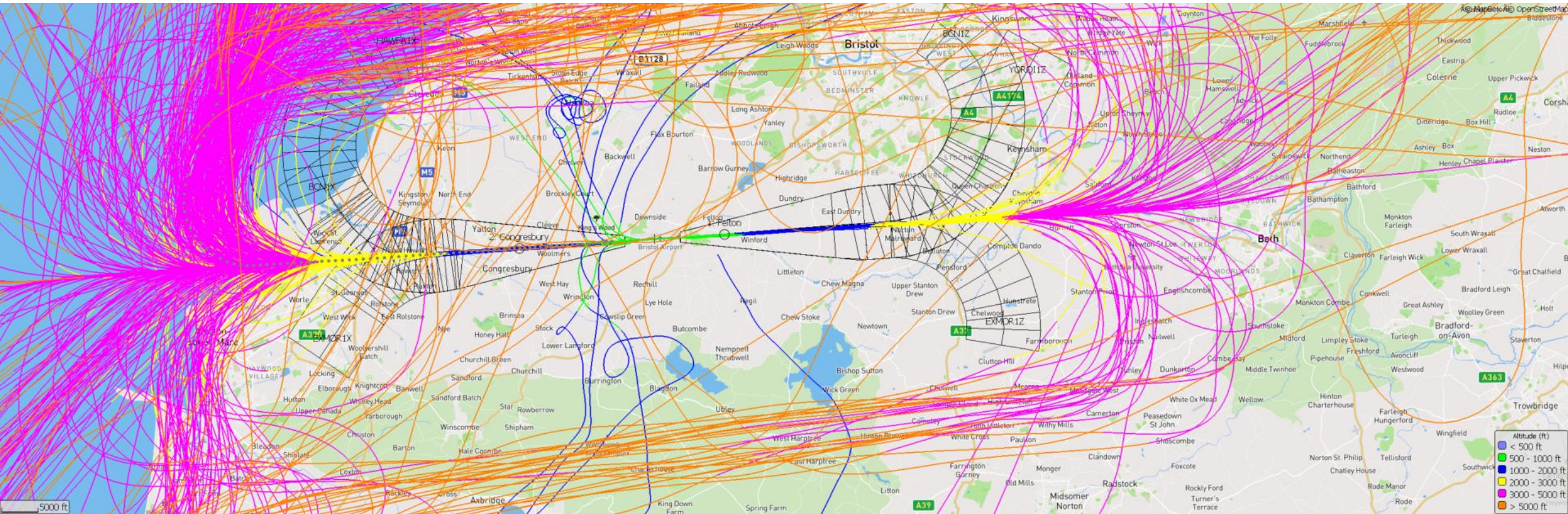
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Departure Tracks by Altitude – WC 07/02



Arrival Tracks by Altitude – WC 07/02



Biodiversity

Matt Johns



To discuss:

Topics for 2025