

Bristol  Airport

# Annual Monitoring Report 2025



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# Section 1 – CEO Foreword



Welcome to the Annual Monitoring Report (AMR), which brings together the key data from the Airport's operations during 2025.

This is the 20th year that we have published our AMR as part of our ongoing commitment to report on the operational, environmental and social impact of the Airport. Over the past 20 years, the number of passengers and our workforce has doubled, with significant investment and improvements made to our site. We've become the primary airport for the South West of England and South Wales, and a critical part of the region's economy.

2025 marked a year of continuing success, with 10.8 million passengers travelling through our terminal, the busiest year in our history. To meet this growing demand, we are investing £400m in upgrading the Airport. In June we opened our Public Transport Interchange and multistorey car park, with construction being ahead of schedule and on budget. This facility has not only enhanced passenger experience, but its construction benefited our community, supporting 18 apprentices and delivering £14 million in social value through local job provision and charitable donations.

Our passenger growth has created more jobs, with over 5,800 people now working on our site for more than 50 companies. The Airport is one of the largest private sector employers in the region, and over 70% of our employees live within 20 miles. We're utilising this strength to support young people into work, in partnership with Weston

College, City of Bristol College, and North Somerset Council.

We've continued to make staff travel free on our A1 Airport Flyer and A3 Weston Flyer bus services, and expanded this year to include the A4 Air Decker, which provides a link between the Airport, Bath and south Bristol. In terms of passengers, almost 1 in 5 travelled to the Airport by public transport in 2025, which is both a record number in terms of numbers and percentage of modal share. Our performance is now outstripping some other airports in England that have a direct rail link.

Sustainability remains at the heart of our operations. Our ambitious goal of achieving net zero airport operations by 2030 continues to drive transformative change. In 2025, we reduced our operational carbon emissions by over 7% compared to the previous year. Key milestones included the electrification of 47% of our airside buses and the continued use of Hydrotreated Vegetable Oil (HVO) for our legacy fleet. Our recycling rate hit 74% this year, an astonishing figure that massively exceeded our target.

The most modern aircraft, such as the Airbus A320 neo, are some 40% quieter and provide 20% greater fuel efficiency compared to the generation of planes they replace. The percentage of flights by these modern aircraft at Bristol Airport continues to grow, reaching

over a third of the total in 2025, and half of aircraft based here being next-generation.

Our vision is to connect our region responsibly. In 2025, we supported 64 local projects through our Community Fund and Diamond Fund, contributing nearly £150,000 to initiatives that benefit our neighbours. Our partnership with the Great Western Air Ambulance Charity raised over £177,000 last year alone, showcasing the generosity and spirit of our team and partners.

2025 has been a milestone year for Bristol Airport. Work begun to transform our terminal and we committed to building a new Energy Centre, which will allow us to remove gas from our site and take a major step forward to net zero operations.

Looking ahead, we're excited about the future. The adoption of our Master Plan: Vision for 2040 sets a path to meet the growing demand to travel to and from our region, including serving up to 15 million passengers per annum by the late 2030s. We're well positioned to continue investment over the long-term, providing economic and social benefits to the region we serve.

**Dave Lees**  
Chief Executive Officer

# Section 2 – 2025 Highlights

- **10.8 million passengers** travelled through Bristol Airport, the busiest year in our history.
- Direct employment at the Airport reached **5,857 people**, making our site one of the region's largest private sector employers.
- The use of modern, quieter, and more fuel-efficient aircraft continue to increase - reaching **35.3%** of all movements.
- Our **£60 million Public Transport Interchange** was completed, providing a major improvement for bus and coach travel, with level access to the terminal.
- Launch of the **Escape Lounge**, offering 140 additional seats.
- Construction commenced on the **Terminal Transformation Programme**, which will provide more seating space and double retail and dining options by 2029.
- Our service for **Passengers with Reduced Mobility** was rated as 'Good' by the Civil Aviation Authority. Requests for assistance grew by 17% between 2024 and 2025.
- Operational **carbon emissions reduced by 7%**, contributing to a cumulative **44% reduction since 2019**.
- Our **recycling rate hit 74%**, massively exceeding our target of 65%.
- **Six new electric buses** replaced diesel vehicles. Legacy diesel vehicles are running on HVO to reduce emissions.
- Our **Airport Carbon Transition (ACT) Programme** funded four ground-breaking projects into decarbonising flight.
- Biodiversity enhancements at **Lulsgate Wood**, including a **608% increase in lesser horseshoe bat activity since 2018**.
- **We provided £149,731** to 64 community projects being undertaken by local groups and charities.
- Our partnership with Great Western Air Ambulance Charity raised over **£177,000** in 2025, supporting critical care services.
- **1 in 5 passengers accessed the Airport by public transport** – the highest rate yet.
- Uniquely for a UK airport, **we provide free staff travel on our bus services**. This was extended to the A4 Air Decker service, which connects with Bath and south Bristol.
- We became a **Disability Confident Leader Level 3** employer, being independently accredited for championing inclusive recruitment practices.
- Noise monitoring indicates we continue to operate within the limits set by our Local Authority.
- We continued to comply with air quality objectives, with no exceedances recorded for NO<sub>2</sub> or PM levels.



UK Aviation Minister visits Bristol Airport. From left to right, Rob Pymm (Commercial Director, First Bus), Dave Lees (CEO Bristol Airport), Keir Mather MP (Aviation Minister) and Sadik Al-Hassan MP.



# Section 3 – Environment and Sustainability

## Bristol Airport Emissions and Climate Change Action Plan (ECCAP)

We acknowledge the role that we need to play in the transition to a lower carbon future, in a local, regional and national context, and are committed to navigating this journey in a responsible manner.

We have been actively reducing our emissions for some time.

There are three separate scopes of carbon emissions in accordance with the Greenhouse Gas (GHG) Protocol. These are defined as:

**Scope 1:** direct emissions relating to activities owned or controlled by Bristol Airport (e.g. fuel consumption, refrigerants etc).

**Scope 2:** indirect emissions relating to consumption of purchased fuel (e.g. electricity) which is controlled by Bristol Airport.

**Scope 3:** emissions associated with activities controlled by third parties where Bristol Airport can guide and influence (e.g. aviation emissions and surface access emissions).

In 2023, the Airport published its Sustainability Strategy covering the period 2023-2028. Further detail on how the Airport is achieving its targets on cutting emissions and working with partners to accelerate our net zero goals can be viewed in the Annual Sustainability Report. The AMR provides an overview of progress against the Emissions and Climate Change Action Plan (ECCAP) for carbon emissions and air quality.

## 3.1 Carbon Emissions

### Our Targets

We are committed to reducing the emissions that directly relate to activities that we own or control (Scope 1 and 2 emission sources) and guiding and influencing the emissions of our stakeholders and our value chain (Scope 3 emission sources) to achieve emission reductions. Our ultimate goal is to become a net zero airport by 2050. This means all of the companies that operate from or provide services to the Airport, including us and the airlines, will be contributing to the UK's carbon net zero economy. An important milestone on that journey will be to achieve net zero operations by 2030. This means all of our Scope 1 and 2 emissions will be minimised as far as practicable with any residual emissions being removed.

### 2025 Performance

Progress on the measures contained in the ECCAP is detailed in **Appendix A**. Key measures in relation to carbon emissions that we have progressed in the past year are:

- Design work for air source heat pumps (to be housed within a new energy centre) to replace current boilers and remove gas from the Bristol Airport site continued throughout 2025. This has enabled construction of the energy centre to commence in early 2026.
- Additional solar was installed across site. Bristol Airport now has the capacity to generate 22% onsite renewable energy for its own consumption.
- Modernised aircraft make up 50% of Bristol Airport-based aircraft. This is up from 44% in 2024.
- Maintaining the Airport's airline league table, including environmental and noise performance metrics.
- Gas consumption has decreased by 10% due to the removal of the western walkway boiler.

The effects of these measures is evident in Bristol Airport's 2025 carbon footprint and has contributed to a carbon emissions reduction of over 7% compared to 2024 levels, even with the increase in passenger numbers.

As part of the Airport Carbon Transition Programme, Bristol Airport delivered four projects that strengthen our path to Scope 3 decarbonisation. Three projects explored the potential role of hydrogen as a low-carbon energy source for aviation, with a particular focus on its application at airports. The fourth and final project set out our approach to carbon removals for residual emissions beyond 2030. Together, these outputs inform our approach to Scope 3 decarbonisation and the treatment of residual emissions. More information can be found in our 2025 Annual Sustainability Report.

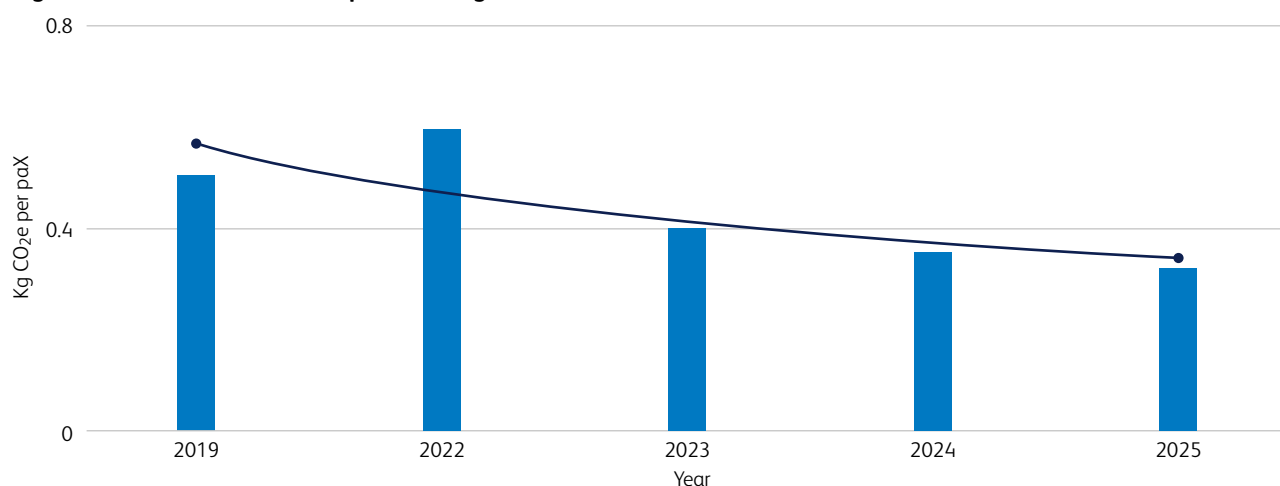
## Carbon Footprint

Bristol Airport's 2025 carbon footprint relative to our 2019 baseline year is shown in **Table 3.1**. The majority of carbon emissions relate to aircraft movements by our airline partners using Bristol Airport and surface access from passengers and employees driving to and from the Airport. Of Scope 1 and Scope 2 emissions, being the carbon emissions over which we have control, electricity has the largest carbon footprint, followed by Bristol Airport fleet vehicles.

**Table 3.1: 2025 Carbon Footprint relative to 2019 Baseline**

Scope	Activity	tCO <sub>2</sub> e	
		2019	2025
Scope 1	Fuel Consumption - Utilities	659.3	571.50
Scope 1	Operational Vehicles & Equipment	1564.5	453.4
Scope 1	Refrigerants	145.8	52.6
Scope 1	De-icer	46.8	36.6
Scope 1	LPG use for Fire training	6.2	5.6
Scope 2	Purchased Electricity (Location based)	3,660.0	2,231.2
	(Market based)	(0.0)	(0.0)
	<b>Total Scope 1 and 2 (Location based)</b>	<b>6,082.6</b>	<b>3,350</b>
	(Market based)	<b>(2,422.7)</b>	<b>(1,119.6)</b>
	<b>% Difference to 2019 baseline (Location based)</b>	<b>0%</b>	<b>45%</b>

**Figure 3.1: Carbon Emissions per Passenger**



A more detailed overview of Bristol Airport's carbon footprint can be found in our Annual Sustainability Report.

## Airport Carbon Accreditation

Bristol Airport calculates its carbon footprint in accordance with the Airports Council International (ACI) Airport Carbon Accreditation (ACA) Scheme. ACI ACA is endorsed by the European Civil Aviation Conference (ECAC), the European Organisation for the Safety of Air Navigation (EUROCONTROL) and the United Nations Framework Convention on Climate Change (UNFCCC). We achieved the first level of certification in the ACA Scheme during 2015-2017. In June 2018, we gained ACA Stage 2 Certification, and we moved to Stage 3 + Neutrality in 2021. In 2023, we achieved ACA Level 4+, two years ahead of schedule, and have maintained this in 2025.



ACA Level 4+ provides independent verification that Bristol Airport has a long-term carbon management strategy for reducing absolute emissions, actively drives third parties towards delivering emission reductions, and that the residual Scope 1 and Scope 2 carbon emissions, being emissions over which Bristol Airport has control, are being offset using internationally-recognised carbon offsets. The highest ACA Scheme level currently offered is Level 5, which can be obtained once an airport achieves net zero operations. Bristol Airport's ACA Level 4+ compares favourably with other UK-based airports of a size similar or larger to Bristol Airport.

## 3.2 Air Quality

The quality of air is determined by the presence of concentrations of specific pollutants that pose harm to human health. Combustion processes produce nitrogen dioxide (NO<sub>2</sub>) and Particulate Matter (PM - PM<sub>10</sub> and PM<sub>2.5</sub>). The main combustion processes with potential to impact air quality at Bristol Airport include those from vehicle traffic (staff and passenger journeys and airport operational vehicles), aircraft engines (during taxiing, take-off and landing), energy generation (diesel generators and gas boilers), fugitive emissions (evaporation - during fuelling of aircraft and vehicles) and other activities, such as fire training activities.

This section considers air quality at Bristol Airport during 2025, comparing recorded concentrations with the UK Air Quality Objectives (AQOs) and against the commitments contained within Bristol Airport's Section 106 (s106) Agreement with North Somerset Council (NSC). Action on air quality in the UK is driven by the UK's Air Quality Strategy, which sets the AQOs (see **Table 3.2** below). The AQOs apply in places where members of the public are expected to spend an amount of time relevant to the averaging period (e.g. houses).

**Table 3.2: Summary of relevant AQOs**

Pollutant	Objective (UK)	Averaging period
Nitrogen dioxide (NO <sub>2</sub> )	200 µgm <sup>-3</sup> not to be exceeded more than 18 times a year	1-hour mean
	40 µgm <sup>-3</sup>	Annual mean
Particulate matter – PM <sub>10</sub>	50 µgm <sup>-3</sup> not to be exceeded more than 35 times a year	24-hour mean
	40 µgm <sup>-3</sup>	Annual mean
Particulate matter – PM <sub>2.5</sub>	20 µgm <sup>-3</sup>	Annual mean
	Target of 15% reduction in concentration at urban background locations	3 year mean

National PM<sub>2.5</sub> controls have been strengthened in recent years through the Environment Act 2021 and the Environmental Targets (Fine Particulate Matter) (England) Regulations 2023, which establish legally binding long-term PM<sub>2.5</sub> targets for Government. Although these targets do not impose direct requirements on Bristol Airport, they form part of the wider legislative framework for air-quality management in England.

## Our Targets

In addition to the ECCAP, air quality management at Bristol Airport is also legally bound by the s106 Agreement with NSC relating to our planning permission to grow to 12 million passengers per annum (mppa). The 12 mppa s106 stipulates the following requirements:

- Highlight air quality monitoring locations where monitored levels exceed 90 % of the National Air Quality Strategy limit (as defined in **Table 3.2**).
- Report significant deterioration in air quality, defined as an increase in average annual concentration of more than 15 % compared to the average levels recorded between 2007-2011 (NO<sub>2</sub>) or particulate levels exceeding 50 µg/m<sup>3</sup> in more than 15 days in a calendar year (PM<sub>10</sub>).

The 12 mppa s106 agreement requires the operation of an air quality monitoring programme consisting of the continuous monitoring of NO<sub>2</sub> and PM (PM<sub>10</sub> and PM<sub>2.5</sub>) at two locations and NO<sub>2</sub> monitoring using diffusion tubes at not less than 16 locations.

## 2025 Performance

Detailed progress on the measures contained in the ECCAP is detailed in **Appendix A**. Key measures in relation to air quality that we have progressed in the past year are:

- The continued modernisation of airport fleet vehicles—including further electrification of vehicles and the transition of bus operations to HVO/electricity has supported measurable improvements in local air quality. HVO use has increased by 14 % compared to 2024. These developments have also enabled an overall reduction in diesel consumption of approximately 10 %, with further air-quality benefits expected as the fleet transition continues.
- Continuing to support sustainable transport to and from the Airport and working with our newly contracted taxi fleet to move towards a fully electric fleet by 2030.

The effect of these measures on local air quality is highly dependent on the location relative to the source of emissions. Emissions from aircraft and ground operations affect air quality in the immediate vicinity of an airport, while road traffic becomes the more dominant emissions source impacting air quality generally. Due to the altitude of aircraft in flight, airborne aircraft do not have a significant impact on ground level pollutant concentrations and overall air quality. As such, measures relating to road traffic are likely to have the greatest effect on pollutant concentrations at locations near to the local road network. Measures relating to fixed infrastructure, aircraft and airside operations are only likely to affect air quality relatively close to an airport boundary.

In general, air quality is expected to improve in the future as older vehicles (road vehicles and aircraft) and equipment are replaced with newer models. These newer models will remove 'tail pipe' emissions through either alternative power sources, e.g. electric vehicles, or through meeting tighter emission standards and therefore emitting less pollutants. It is therefore challenging to disaggregate the effect of individual Bristol Airport measures on air quality from general changes, and therefore our focus is on monitoring to demonstrate continued compliance with the AQOs and avoiding significant deterioration in air quality.

## Air Quality Monitoring

Air Quality monitoring is undertaken continuously at Bristol Airport, with real-time monitors recording levels of both NO<sub>2</sub> and PM<sub>10</sub>, with PM<sub>2.5</sub> being recorded as of 2026. NO<sub>2</sub> diffusion tubes are deployed across the Airport site, including at the location of the continuous air quality monitors. No exceedances of the AQOs have been recorded in the last seven years. Further detail on the air quality monitoring summary, methodology and locations is contained within **Appendix B**.

### 3.3 Biodiversity

Throughout 2025, we have been implementing the next phase of the Integrated Landscape and Biodiversity Mitigation and Management Plan (ILBMMP). The purpose of the ILBMMP is to provide a framework for the management of Bristol Airport owned land. It sets out how we intend to protect and enhance habitats for flora and fauna as the Airport expands under our 12mppa permission.

Our approved Biodiversity Construction Management Plan (BCMP) is also a key consideration for onsite development projects. Ecologists, landscape architects and tree specialists are involved in such projects from the outset in order to avoid negative biodiversity impacts wherever possible.

In 2025, further detailed ecological surveys have been progressing across the Airport and at our off-site woodland, Lulsgate Wood, to further develop our knowledge on whether the initial initiatives set out in the ILBMMP are having the intended positive effect. Work has continued on the restoration of Lulsgate Wood to increase the population of bats (notably greater and lesser horseshoe species) beyond the large increases recorded in 2024 and to support badger, deer, birds, dormouse, amphibians, invertebrates and the plants and habitats that characterise the woodland.

We will continue to deliver the ILBMMP throughout 2026, including considerable new tree and shrub planting across Bristol Airport, alongside works to support the wider biodiversity of the site.

### 3.4 Habitats

#### Lulsgate Wood

Lulsgate Wood is located just to the west of Bristol Airport. A Woodland Management Plan (prepared in consultation with Natural England and the Forestry Commission and approved by North Somerset Council) guides the programme of management work, monitoring and new initiatives.

**Figure 3.4: Location of Lulsgate Wood**



**Key: Lulsgate Wood (Blue outline); Bristol Airport 12mppa Site Boundary (Red outline)**

The detail of the Woodland Management Plan and its objectives is described in the 2024 Annual Monitoring Report.

Felling works and the initial woodland recovery in 2024 were positive for the regeneration of the seed bank, leading to a notable increase in plant species and the diversification of habitats for both bats and other flora and fauna. This increase has continued throughout 2025, with continued increases in species diversity and the reappearance of heather, which presents the future opportunity to support the recovery of an area of limestone heath.

### Bristol Airport’s vision for Lulsgate Wood

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Lulsgate Wood will evolve to a thriving and biodiverse mixed woodland, dominated by native broadleaved trees, with an open canopy and revitalized understorey and ground flora, thereby maximizing opportunities for greater and lesser horseshoe bats, and the widest range of local, native flora and fauna in accordance with best practice. It will be monitored and managed in accordance with the Lulsgate Wood Management Plan to provide a diverse ecological structure and function, enhancements to ecosystem services, retaining existing access and acting as an example of responsible woodland management to educate and inspire others.

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Working in partnership with the Avon Wildlife Trust, who manage the adjacent Goblin Combe Reserve, a herd of Dexter cows were settled into Lulsgate Wood during spring 2025. Lulsgate Wood is connected to Goblin Combe Reserve via gates, which are locked open, allowing the cows to graze and roam freely between both conservation areas. The Dexter cows are calm and relatively small in size and act as our conservation engineers, keeping back bramble and maintaining open spaces needed for the ground flora. Being a smaller sized cow, they compact and poach the ground less, which is also helpful for maintaining the ground flora. The Dexter cows also play a vital role in supporting the bat species within Lulsgate Wood. Their cowpats attract a variety of prey insects, which the bats feed on, especially the dung beetle – a favourite of the horseshoe bat species.



**The Dexter herd that roams between Lulsgate Wood and Goblin Combe Reserve.**

The three ponds created in 2024 were lined and naturalised in 2025. Despite the dry weather, they were all full by the late spring, and have maintained their water availability throughout the year. The ponds provide opportunities for amphibians, invertebrates and aquatic plants, as well as drinking features for other mammals and birds. The two wooden bat houses have had further habitat features added and the two previously unknown mine shafts and adit (a type of underground passageway) have been enhanced further for bats. All bird boxes, dormouse boxes and other features were checked and cleaned out ready for use in 2026.

## Grassland

Grassland within the main airfield is managed short for safety reasons, while other areas can be left to grow to attract greater biodiversity. Airport grassland is managed in accordance with the requirements of the Civil Aviation Authority’s ‘CAP772 Wildlife Hazard at Aerodromes’, with localised areas being enhanced to provide a greater richness of plants, notably areas of exposed limestone and on the edges of the airfield grassland. Soils were reused on the airfield from the construction of the Transport Interchange and Multi-Storey Car Park 2, providing opportunities for their lower nutrient status to increase the establishment of a greater number of species in the sward.

## Trees

All trees outside of current development areas remain in good health, and where appropriate and possible, trees have been protected from development works. Tree planting at the Downside Road Entrance to Bristol Airport has been completed, introducing a mix of suitable species to enhance the landscape screening and provide opportunities for birds and insects in this area. Significant tree and shrub planting is planned across the Airport and our surroundings in 2026.

As part of the Lulsgate Wood project and to encourage tree planting across the wider area, the Airport made donations to fund the creation of traditional fruit orchards at two locations; Uncle Paul’s Chilli Charity site in Butcombe and a new orchard on the outskirts of Bradford-on-Avon.

Uncle Paul’s Chilli Charity supports disadvantaged children, young people and adults with disabilities or learning difficulties. They provide an alternative, nature-based environment to improve mental health, build confidence, and teach skills for employment. A donation was made to enable the planting of fruit trees at several locations around the farm in Butcombe. Planting occurred in early 2025 with most trees bearing fruit by the summer.

Secondly, a new traditional orchard located on the outskirts of Bradford-on-Avon has been funded by Bristol Airport and was planted out in spring 2025. While this area is further from the Airport, some of the same horseshoe bats that forage and roost around the Airport sometimes travel and spend part of their year in Bradford-on-Avon. The orchard habitat, which is set within a grassland meadow and close to a watercourse, is perfect to improve their foraging opportunities and support their ability to return to the Sites of Special Scientific Interest (SSSI) and linked habitat that comprises the North Somerset and Mendips Bat Special Area of Conservation and Bristol Airport.



**Newly planted apple trees adjacent to bee hives at Uncle Paul’s Chilli Farm.**

## Hedgerows

All hedgerows remain in good health, and where appropriate and possible, have been protected from development work. Certain hedgerows have been allowed to grow taller and wider to provide benefits to birds and bats. Work to strengthen particular existing hedgerows through new planting is planned for 2026.

## Ponds

There is only one pond present at Bristol Airport, located close to the Cogloop2 car park. Work was carried out in winter 2024 to remove years of accumulated silt and rotting organic matter and support the introduction of aquatic plants and amphibians. This pond environment was maintained in 2025.

The three ponds created in Lulsgate Wood are thriving and supported Palmate Newt and Smooth Newt in 2025. After a year of settling in, we hope to see other amphibians in 2026.



**One of the lined ponds at Lulsgate Wood.**



**Palmate newts within a pond at Lulsgate Wood.**

### 3.5 Species

#### Bats

Further bat surveys using ultrasonic bat detectors were conducted at and near to Bristol Airport and Lulsgate Wood in 2025. The data collected allowed the different species present to be identified and levels of bat activity determined and compared to 2024.

Surveys reconfirmed the presence of 10 bat species/genera at both Bristol Airport and Lulsgate Wood, comprising common pipistrelle *Pipistrellus pipistrellus*, soprano pipistrelle *Pipistrellus pygmaeus*, serotine *Eptesicus serotinus*, *Nyctalus sp.*, *Plecotus sp.*, lesser horseshoe *Rhinolophus hipposideros*, *Myotis sp.*, greater horseshoe *Rhinolophus ferrumequinum*, *Nathusius' pipistrelle* *Pipistrellus nathusii*, and barbastelle *Barbastella barbastellus*.

Foraging and commuting behaviour of all species present was recorded across all locations. Existing roost structures created by Bristol Airport continued to support horseshoe bats, with the newly uncovered mine entrances at Lulsgate Wood now housing both greater and lesser horseshoe bat and a myotis bat species. Bats were using these features throughout most of 2025.

The use of the restored habitat at Lulsgate Wood by bats (and other species) continues to increase and structures on the Airport site itself are used by bats, with a former World War II air raid shelter on the south side of the Airport now home to lesser horseshoe bats.

Automated ultrasonic bat detectors, which record the echolocation calls from bats flying past, provide an indication of how well used an area is by bats. This is often represented through the use of a standardised peak mean bat passes per hour to allow direct comparison of a representative level of bat activity over time. **Table 3.5.1** and **Table 3.5.2** below show the results.



Lesser Horseshoe Bats in former air raid shelter on the south side of Bristol Airport.



Examination of bats for breeding condition. Our ecologists hold special licences allowing them to handle bats with care.

**Table 3.5.1: Overview of Bat Results from Bristol Airport and Lulsgate Wood**

Area Name	Total Survey Nights* in 2024	Total Survey Nights in 2025	Total Number of Bat Passes Recorded in 2024	Total Number of Bat Passes Recorded in 2025	Total Number of Horseshoe Bat Passes Recorded in 2024	Total Number of Horseshoe Bat Passes Recorded in 2025
Cogloop Car Parks	297	381	63,567	151,407	910	1,298
Lulsgate Wood	256	198	31,489	80,501	4,258	5,624

\*Survey Nights is defined as the number of nights that bats were detected on each recorder. Note: this is not the same as the number of nights that detectors were active, i.e. if there were nights when no bats were detected. Bat data recorded in the 2024 AMR was updated and verified following publication of the AMR, and therefore figures above for 2024 do vary slightly compared to what was reported in the 2024 AMR.

**Table 3.5.2: Comparison of Horseshoe Bat Activity between 2018-2019 to 2024 and 2025 Bat Surveys**

Area Reference	2018 – 2019 data	2024 data	2025 data	Change from 2018-2019 to 2025
<b>Lesser Horseshoe Bat – peak mean bat passes per hour</b>				
Cogloop Car Parks	0.75	0.85	1.61	Increase
Lulsgate Wood	1.20	5.82	8.50	Significant Increase
<b>Greater Horseshoe Bat – peak mean bat passes per hour</b>				
Cogloop Car Parks	0.99	0.76	0.41	Decrease
Lulsgate Wood	2.71	6.15	18.92	Significant Increase

**Table 3.5.1** positively demonstrates an increase in the overall bat activity at both the Cogloop Car Parks and Lulsgate Wood from 2024 to 2025. **Table 3.5.2** focusses specifically on the greater and lesser horseshoe species, as these species are particularly important within the North Somerset and Mendips Bat Special Area of Conservation. The lesser horseshoe bat has recorded positive increases at the Cogloop Car Parks from 2018/19 through to 2024 and again in 2025. For Lulsgate Wood, there have been significant increases of 608% in the peak mean lesser horseshoe bat passes and 598% for the greater horseshoe bat numbers since 2018/19. These significant increases in bat activity at Lulsgate Wood demonstrate the enhancements made by Bristol Airport to the woodland are having, and exceeding, the intended outcomes.

A decrease in greater horseshoe numbers has been recorded at the Cogloop Car Parks in 2025. However, lesser horseshoe numbers at the Cogloop Car Parks have increased, which suggests there are no significant issues with lighting or other issues that might deter bats from this area. It is therefore most likely that the greater horseshoe bats are preferring to forage in the adjacent land. A fall in bat activity around the Cogloop Car Parks was anticipated as part of the 12mppa planning application and has been mitigated through the purchase and restoration of Lulsgate Wood, where significant increases in bat activity have been recorded.

## Great Crested Newt

Great crested newt are present in two ponds in Abspitt Wood, which is located west of Bristol Airport and east of Lulsgate Wood. The size class of the population is small (defined as <10 individuals recorded on one night through the use of bottle traps or torchlight counts). Palmate newt and smooth newt have been recorded in the new ponds in Lulsgate Wood and it is possible that great crested newts could also colonise these ponds in the future if they forage far enough.

## Badger

Badgers have been recorded at Bristol Airport for many years, with two core clans associated with the southern (long-stay) car parks known as Silver Zone and another in the north. Previous tracking of badger activity showed that badgers also use the airfield and are not necessarily disturbed by some of the most active and noisy areas of the Airport. There are also signs of badger activity increasing after the end of the most recent period of badger culling.

## Birds

Thirty-five bird species have been recorded on, adjacent to or flying over the non-operational parts of Bristol Airport and adjacent fields in 2024 and 2025. Of the species recorded, 12 species were recorded as 'confirmed breeding', two were recorded as 'probable breeding' and 16 were recorded as 'possible breeding'. The remaining five species were recorded as 'non-breeding' (flying over only or present on migration only).

## Reptiles

Updated reptile surveys did not record any reptiles at Bristol Airport or Lulsgate Wood in 2025. This has been the situation since surveys started in 2005, so there is no change in status. Ongoing habitat management actions are in place to encourage reptiles to colonise.

## Dormouse

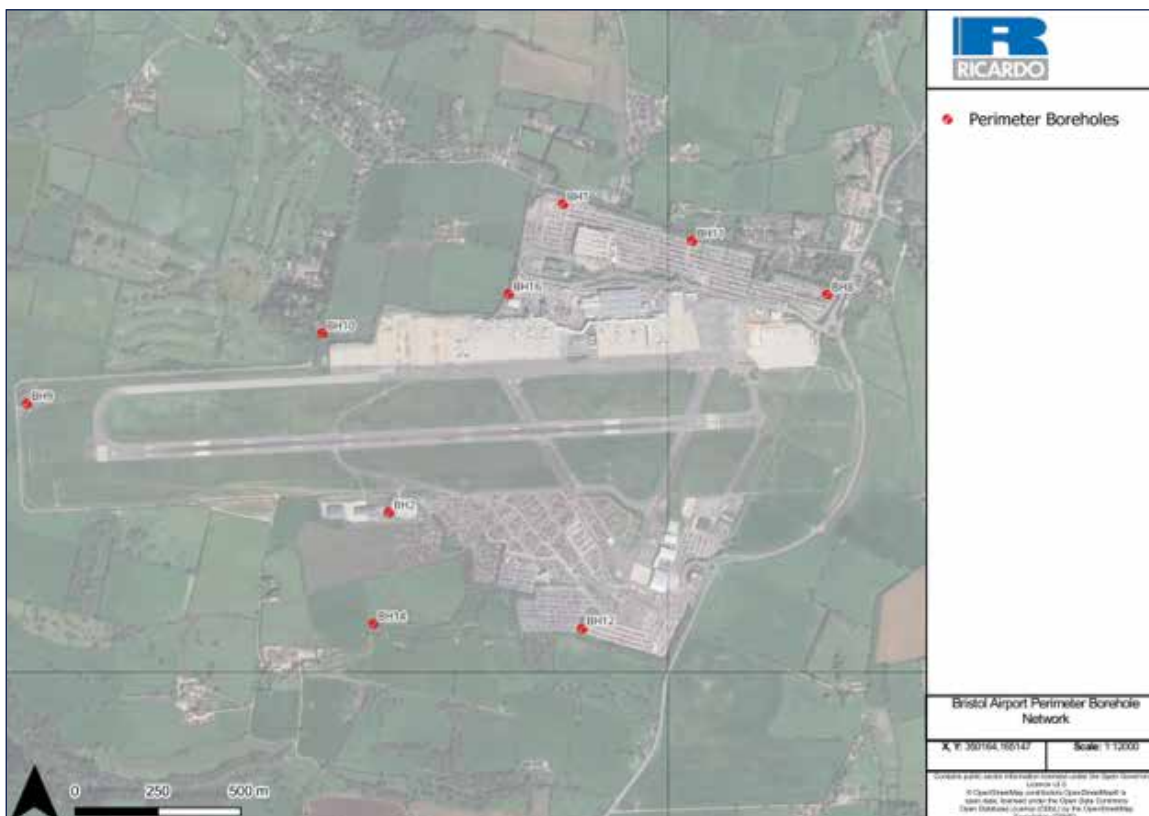
Updated surveys did not record any dormouse at Bristol Airport in 2025, but did reconfirm the presence of dormouse in a number of nest boxes within Lulsgate Wood. It is hoped ongoing habitat management activities at Bristol Airport may help encourage dormouse to colonise the hedgerows and woodland in the future. The increase in light levels reaching the ground of Lulsgate Wood and the work to increase dormouse food availability continues, as well as providing additional dormouse boxes for nesting.

## 3.6 Ground Water Management

Bristol Airport has a number of ground water boreholes across the site as it is situated above an aquifer, which is a permeable layer of rock that can store and release water. The Airport itself sits on high ground with a local geology of black rock limestone. The groundwater level sits between 70-100 metres below ground with areas of perched groundwater nearer the surface.

Rain that falls onto the Airport's hard surfaces (e.g. runway, taxiways, aprons, roads, car parks etc.) drains into the ground via soakaways across the site. These soakaways have discharge permits, which the Environment Agency use to set acceptable discharge limits for potential contaminants including pH and hydrocarbons. To ensure that the Airport's discharges are compliant with the permit conditions and not impacting the quality of the groundwater, Bristol Airport conducts a groundwater monitoring programme which samples groundwater boreholes installed around the perimeter of the Airport to check the quality of the water leaving the Airport site is not causing a negative impact. **Figure 3.6** below shows a map of Bristol Airport and the locations of the perimeter boreholes.

**Figure 3.6: Borehole Locations at Bristol Airport**



Perimeter boreholes are located strategically to cover key risk areas and are sampled once a quarter. All samples obtained are analysed at a UK Accredited Service (UKAS) laboratory. The laboratory tests for indicators of sewage, heavy metals, hydrocarbons, de-icers, pH levels and other potential contaminants. These results are reviewed against the Environmental Quality Standards (EQS), Water Framework Directive (WFD) and the Drinking Water Standards (DWS). The laboratory results are provided every six months, as required by our permits, to the Environment Agency. All perimeter borehole samples were found to be compliant across 2025.

As the Airport site continues to develop, additional monitoring is required. Our 12mppa planning permission contains a condition requiring us to monitor new areas of development during both construction and operational phases. To support the 12mppa development works and ensure compliance, new boreholes were drilled to monitor the construction of the Silver Zone car park extension (BH14) and the Western Terminal Extension (BH16) works.

### 3.7 Waste Management

Bristol Airport implements waste management initiatives that emphasise reusing and recycling as essential components of environmental responsibility. These practices aim to reduce the Airport's environmental footprint and align with broader efforts to minimise waste and conserve resources.

In 2025, the Airport set an ambitious key performance indicator to ensure that 65% of all waste generated would be reused or recycled. This target was not only achieved but exceeded, with an impressive 74% of waste successfully reused or recycled that year.

To support these efforts, Bristol Airport operates a dedicated waste yard equipped with processes designed to segregate and organise waste. Specific collections are in place to ensure that waste is managed efficiently and responsibly. A mini-Materials Recycling Facility is also in place to further segregate waste generated from the terminal, car parks and retail and catering outlets.





# Section 4 – Our Operations

## 4.1 Passenger Numbers

In 2025, the number of passengers who travelled through the Airport was 10,751,233. This represents a 2.6% increase compared to 2024, and the busiest ever year for the Airport.

**Table 4.1** lists the top ten most popular routes from Bristol Airport during 2025 compared to 2024. Alicante overtook Amsterdam as the most popular destination, Paris returned to the list, while Barcelona dropped out of the top 10 destinations for 2025.

**Table 4.1: Top 10 most visited destinations from Bristol Airport**

	2025 Destinations	2025 Passenger Numbers	2024 Destinations	2024 Passenger Numbers
1	Alicante	484,099	Amsterdam	500,882
2	Amsterdam	478,245	Alicante	482,316
3	Palma de Mallorca	475,618	Palma de Mallorca	471,147
4	Dublin	446,383	Edinburgh	448,799
5	Edinburgh	433,955	Dublin	432,453
6	Malaga	417,925	Tenerife	411,982
7	Tenerife	386,233	Malaga	391,376
8	Faro	357,650	Faro	374,313
9	Paris CDG	301,145	Glasgow	290,379
10	Glasgow	294,513	Barcelona	272,831



The map below (Figure 4.1) shows all destinations that Bristol Airport operated flights to in 2025. Direct flights are shown in dark blue, and Connecting airports shows Amsterdam Schiphol as the key connecting hub for KLM.

Figure 4.1: Destinations flown to from Bristol Airport in 2025



## 4.2 Air Transport Movements

The number of Air Transport Movements (ATMs) reduced in 2025 by 0.5% when compared to 2024. ATMs include all flights rather than aircraft movements which mainly reflects scheduled and charter flights only. Positioning flights refer to flights which have the sole purpose of positioning the aircraft to conduct a flight from a different airport. The breakdown of ATMs is provided in **Table 4.2.1** below.

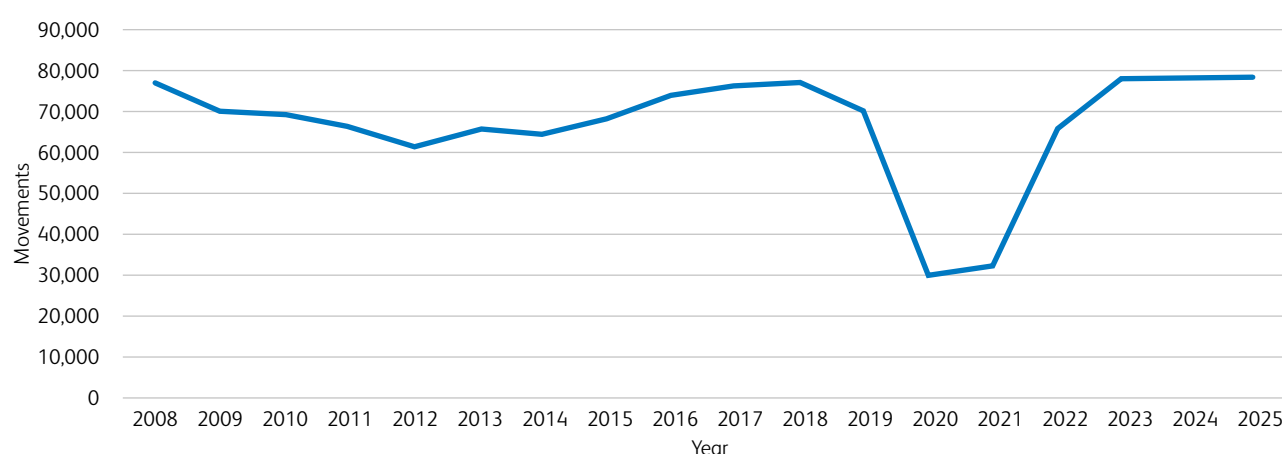
**Table 4.2.1: 2025 ATMs compared with 2024**

Air Transport Movements Categories	2025	2024	% Change from 2024-2025
Cargo	0	0	0%
Scheduled domestic passenger aircraft	10,692	11,118	-3.8%
Scheduled international passenger aircraft	57,989	55,603	4.3%
Charter domestic passenger aircraft	1,144	960	19.2%
Charter international passenger aircraft	3,320	3,791	-12.4%
Positioning flights	780	714	9%
Other (incl. flying club, private charter)	4,244	6,298	-32.6%
<b>Total ATMs</b>	<b>78,169</b>	<b>78,554</b>	<b>-0.5%</b>

\*This data is Bristol Airport data and therefore may differ marginally to data published by the CAA.

The number of ATMs for the past fifteen years are shown in **Figure 4.2** below.

**Figure 4.2: Aircraft Transport Movements 2008 to 2025**



Out of the 78,169 total movements in 2025, the Airbus A320neo and A321neo, which are a modernised, quieter aircraft type, made 16,972 movements, equivalent to 21.7% of total movements. The number of NEO movements increased by 14.8% in 2025 compared to 2024. The Boeing 737 MAX which is a similarly modern aircraft made 10,611 movements, equivalent to 13.6% of total movements in 2025. The number of MAX movements increased by 24.5% in 2025 compared to 2024. The Embraer 2 series are a similar modern aircraft and made 22 movements which represents 0.03% of total movements.

**Table 4.2.2** below shows a significant increase in the percentage of modernised aircraft flying from Bristol Airport, which are not only quieter, but also more fuel efficient, reducing their impact on the environment.

**Table 4.2.2: Fleet breakdown % of Neos/Max's/Embraer 2's of total ATMs**

Year	2020	2021	2022	2023	2024	2025
% of Neos/Max's & Embraer 2's	21%	25%	18.5%	21.9%	29.7%	35.3%



### 4.3 Runway Usage

The runway at Bristol Airport is aligned east/west. The runway designation is derived from the compass bearing of each direction. The westerly runway is known as Runway 27 and the easterly runway as Runway 09. The percentage of movements by direction since 2001 is provided in **Table 4.3**. The average usage over the last 24 years has been 75.4% for Runway 27 and 24.6% for Runway 09. Runway use is dependent on several factors including wind speed, wind direction and visibility.

Table 4.3: Runway usage 2001 to 2025

Year	Westerly (27)	Easterly (09)	Year	Westerly (27)	Easterly (09)
2001	79%	21%	2014	67%	33%
2002	77%	23%	2015	76%	24%
2003	65%	35%	2016	86%	14%
2004	82%	18%	2017	80%	20%
2005	71%	29%	2018	64%	36%
2006	75%	25%	2019	73%	27%
2007	79%	21%	2020	81%	19%
2008	84%	16%	2021	70%	30%
2009	80%	20%	2022	67%	33%
2010	82%	18%	2023	70%	30%
2011	83%	17%	2024	72%	28%
2012	86%	14%	2025	61%	39%
2013	75%	25%	<b>Average</b>	<b>75.4%</b>	<b>24.6%</b>

#### 4.4 Night Noise Quota Usage

The following information relates to the requirements as set out within the Airport's planning conditions for the 12mppa permission.

Night-time operations at Bristol Airport are controlled by a noise quota system. The restrictions specify a night period (23:00-06:00) during which time the noisiest types of aircraft may not be scheduled to land or take off. In addition, between 23:30 and 06:00, the night quota period, aircraft movements are restricted by a noise quota limit. Aircraft count against the noise quota according to their quota count (QC) classification.

The quota count itself is related to the noise classification of aircraft. The restrictions allow for dispensations to be given in certain circumstances and there are provisions for dealing with delayed departures and early arrivals. The quota limits are set on a seasonal basis, defined by the period of British Summer Time. The summer season is therefore approximately seven months long for which a current quota count limit of 1,260 applies. The winter season is approximately five months long for which a current quota count limit of 900 applies. There is provision for a proportion of the noise quota limit, if not used in the current season, to be carried over to the following season.

Separately but also part of the 12mppa planning conditions, the total number of take-offs and landings between the hours of 23:30 and 06:00 shall not exceed 4,000 in two adjoining seasons of summer and winter. The total number of take-offs and landings between the hours of 06:00 and 07:00 and between 23:00 and 23:30 (known as the shoulder periods) shall not exceed 9,500 in any calendar year. **Table 4.4.1** records the night movements and quota usage since the system came into use in 2000.

Table 4.4.1: Night Movements and Quota Use

Year	Night movements		Quota use	
	Summer	Winter	Summer	Winter
2000/01	2564	1371	1239	435.5
2001/02	2999	1536	1230	614
2002/03	2655	1386	1150	444.5
2003/04	2960	1033	1378	413.5
2004/05	2082	786	1288	426
2005/06	2183	891	1225.5	472.5
2006/07	2181	163	1138	88
2007/08	2057	939	974.5	451
2008/09	2322	831	1118.5	326
2009/10	2146	816	940	346
2010/11	2984	559	1375.5	216
2011/12	2216	257	1112.5	120
2012/13	1861	253	938	117
2013/14	1888	233	975.5	100
2014/15	2210	232	1145	106
2015/16	2378	244	1180	96.5
2016/17	2704	298	1354	120.5
2017/18	2991	353	1522	152
2018/19	2975	254	1490	117.5
2019/20	2933	305	1408.5	144.75
2020/21	570	290	216	129
2021/22	694	331	366	155.75
2022/23	2998	398	1564.5	147
2023/24	3398	408	790.6	100.4
2024/25	3476	396	643.885	80.8525
<b>2025/26</b>	<b>3416</b>	<b>CURRENT</b>	<b>763.57</b>	<b>CURRENT</b>

The breakdown of movements in each quota count level throughout summer 2025 is shown below in **Table 4.4.2** for arrivals and departures.

**Table 4.4.2: Quota use by aircraft quota count for summer 2025**

Quota Count Classification	Arrivals	Departures	Arrivals QC points	Departure QC Points	Total
0.0125	0	0	0	0	0
0.025	0	1	0	0.025	0.025
0.045	0	1	0	0.045	0.045
0.085	1	1	0.085	0.085	0.17
0.125	888	2	111	0.25	111.25
0.17	0	8	0	1.36	1.36
0.21	1192	9	250.32	1.89	252.21
0.25	563	0	140.75	0	140.75
0.34	686	0	233.24	0	233.24
0.42	0	17	0	7.14	7.14
0.5	0	32	0	16	16
0.69	0	2	0	1.38	1.38
0.83	0	0	0	0	0
1.4	0	0	0	0	0
Exempt*	8	5	0	0	0
<b>Total</b>	<b>3338</b>	<b>78</b>	<b>735.395</b>	<b>28.175</b>	<b>763.57</b>

\*aircraft that weigh under 11.6 tonnes are exempt in terms of noise quota

A total of 3,416 movements are included in the quota count. Of these 3,416 movements, 3,338 were arrivals, and 78 were departures. This compares with 3,414 arrivals and 62 departures in 2024. The quota count total of 763.57 for summer 2025 is within our consented quota count of 1,260 for the summer season.

In 2025, Bristol Airport started using the Loop system provided by RDC Aviation. Airline operators can upload noise certificates by aircraft when they are renewed/changed, which allows Bristol Airport to update dB levels and quota counts immediately and results in far greater accuracy. This has meant that some aircraft quota counts have changed from 2024, resulting in an increase in the quota count in 2025 despite a slight decrease in the actual number of movements.

Following a successful application for full slot coordination in 2023, Bristol Airport became fully slot coordinated from the summer season of 2024, meaning that Airports Co-ordination Limited (ACL) now coordinate slots for all operations at the Airport, day and night. ACL manage all movements at the larger London airports such as Heathrow.

For 2025, ACL designated a certain number of slots to airlines for the night period in accordance with the limits, they also manage the airlines conformance against our controls. If an unscheduled movement occurred within the night period, an airline could lodge a request for it to be dispensed as per the criteria of Condition 16 (under 12mppa). Bristol Airport reviews these requests and reports and agrees any dispensations with the local planning authority in accordance with a process agreed with North Somerset Council. Any requests which did not align to the conditional criteria would be refused and would count as night flights within the figures recorded above in **Table 4.4.1**.

There were 740 movements logged as dispensations within summer 2025 based on the agreed criteria within the planning conditions. This is an increase of 4% compared to summer 2024 when 711 dispensations were recorded. The majority of these dispensations were due to air traffic disruption across Europe. Delays to flights which would have resulted in serious hardship to passengers were also logged as dispensations, along with a number of emergency flights where there was an immediate danger to life.

There were 6,877 movements during the shoulder periods between the hours of 06:00 and 07:00 and 23:00 and 23:30 during 2025. Of the 6,877, 1,800 were arrival movements and 5,077 departure movements. This remains significantly under the consented threshold of 9,500 movements during these times within a calendar year.

Overall, in 2025, Bristol Airport continued to operate within the limits set within the 12mppa planning permission.

## 4.5 Noise Contours

The noise contours produced and analysed in this section were completed in line with the Airport's planning requirements. Condition 14 of the 12mppa planning permission identifies the 57dB daytime noise contour at different passenger throughputs. 57dB is generally used as the industry standard for when people start to become concerned about aircraft noise. Condition 14 stipulates that:

- Up to 11mppa, the area enclosed by the 57dB daytime noise contour shall not exceed 12.42km<sup>2</sup>
- Up to 12mppa, the area enclosed by the 57dB daytime noise contour shall not exceed 11.56km<sup>2</sup>
- On reaching 12mppa, the area enclosed by the 57dB daytime noise contour shall not exceed 10.7km<sup>2</sup> and the night-time noise contour shall not exceed 6.8km<sup>2</sup>

We are required to produce a forecast daytime noise contour for summer 2026 based on the expected flight patterns between mid-June and mid-September over a 92-day period. The information is derived from airline schedules operated and co-ordinated for Bristol Airport by Airport Coordination Ltd. Noise predictions have then been undertaken using noise modelling software Aviation Environmental Design Tool (AEDT).

**The summer daytime forecast for 2026 for the 57dB noise contour is 10.78km<sup>2</sup>.** With predicted passengers expected to be just above 11mppa, this forecast contour does not exceed the 11.56km<sup>2</sup> planning limit that we need to comply with when passenger numbers exceed 11mppa. As well as forecasting contours, planning condition 14 also requires us to report on the actual summer daytime 57dB noise for 2025. This is based on actual data collected from our noise monitoring terminals. **The summer daytime actual noise contour for 2025 was 10.95km<sup>2</sup>.** As the total passenger numbers for 2025 was below 11mppa, the 12.42km<sup>2</sup> planning limit applied, which we comfortably complied with.

Planning condition 15 of the 12mppa permission requires the Airport to identify the actual 2025 and forecast 2026 summer day and night-time contours for a variety of noise levels. These are shown in **Table 4.5.1** and **Table 4.5.2** below. All contours are forecast to decrease in size.

**Table 4.5.1: Noise Contour Areas – Summer Day (16h) Period**

Contour Level (dB L <sub>Aeq,16h</sub> )	Area of Summer Day Noise Contours - km <sup>2</sup>	
	2025 Actual	2026 Forecast
≥51	38.85	38.38
≥54	20.36	20.12
≥57	10.95	10.78
≥60	5.96	5.81
≥63	2.96	2.84

**Table 4.5.2: Noise Contour Areas – Summer Night (8h) Period**

Contour Level (dB L <sub>Aeq,8h</sub> )	Area of Summer Night Noise Contours - km <sup>2</sup>	
	2025 Actual	2026 Forecast
≥40	156.84	144.69
≥55	8.07	7.43

The noise contours referred to in this section can be viewed in **Appendix C**.

The number of properties within the forecasted 2026 summer daytime contours are detailed in **Table 4.5.3**, and the number of properties within the night contours are shown in **Table 4.5.4**. The number of properties is cumulative. For example, the number of properties in the 60dB contour are also included in the 63dB contour.

Properties located within the 57dB, 60dB and 63dB daytime contours, plus the 55dB nighttime contour, are eligible to apply to the Airport's 2026 Noise Mitigation Scheme. Details of the Scheme are available on the Bristol Airport website.

In 2025, 39 households were granted a total of £200,000 from the Airport's noise insulation scheme to install measures to help mitigate noise, such as double glazing.

**Table 4.5.3: Number of Dwellings within Daytime Air Noise Contours**

Contour Level (dB L <sub>Aeq,16h</sub> )	Dwellings within Summer Daytime Air Noise Contours	
	2025 Actual	2026 Forecast
≥51	3,883	3,803
≥54	1,161	1,135
≥57	533	543
≥60	137	140
≥63	28	28

**Table 4.5.4: Number of Dwellings within Night-time Air Noise Contours**

Contour Level (dB L <sub>Aeq,8h</sub> )	Dwellings within Summer Night-time Air Noise Contours	
	2025 Actual	2026 Forecast
≥40	31,452	25,109
≥55	377	329

Actual noise contours for summer 2025 and predicted noise contours for summer 2026 can be found in **Appendix C**. Updates on the actions set out in the 2024-2029 Noise Action Plan can be found in **Appendix D**.

In summary, the forecast reduction in the day and night contours is positive. Our actual 57dB daytime contour has reduced from 11.74km<sup>2</sup> in 2024 to 10.95km<sup>2</sup> in 2025, and our actual 55dB nighttime contour has also reduced from 8.49km<sup>2</sup> in 2024 to 8.07km<sup>2</sup> in 2025. These figures demonstrate the positive impact of the increasing numbers of next generation aircraft at Bristol Airport, which are quieter and more fuel efficient.

Despite the reduction in the size of the forecast 57dB daytime contour for 2026, there is a slight increase in the number of dwellings forecast to be within the contour (additional 10 dwellings). This is largely due to the 2025 runway usage (as shown in **Table 4.3**), with increased usage of the easterly 09 runway in 2025 having an impact on the 2026 forecast. This means that the contour has reduced in size, but its shape has altered slightly. For the night-time 55dB contour, both the size of the contour and the number of dwellings within it are forecast to decrease.

## 4.6 Noise Monitoring

Bristol Airport continually analyses aircraft noise using three monitors located near Felton, Winford and Congresbury. The Congresbury and Winford (known as Littleton Hill) monitors are positioned in accordance with ICAO standards for monitoring noise from departing aircraft. They are positioned 6,500m from the start of roll from Runway 09 (Littleton Hill) and Runway 27 (Congresbury).

The Airport's Noise and Track Keeping System monitors noise levels recorded at these monitors and ties this information to operational data. The below section provides an insight into noise produced by aircraft operations at Bristol Airport.

Measured and forecasted noise levels during the 16-hour day and 8-hour night period are shown in **Table 4.6.1** and **Table 4.6.2** below. The tables show the actual noise levels measured in 2025 compared to what was forecast, and therefore illustrate how accurate the prediction was compared to what actually occurred. The tables show that the measured noise levels in 2025 are broadly similar to those that were forecast, confirming the forecasts were an accurate prediction.

**Table 4.6.1: Actual and Forecast Noise Levels – Summer Day (16h) Period**

Monitoring Location	Summer Day Predicted Noise Level, dB L <sub>Aeq,16h</sub>	
	2025 Actual Measured	Model – 2025 Forecast
Felton	61.2	61.9
Congresbury	55.4	55.6
Littleton Hill	56.8	57.4

**Table 4.6.2: Actual and Forecast Noise Levels – Summer Night (8h) Period**

Monitoring Location	Summer Night Predicted Noise Level, dB L <sub>Aeq,8h</sub>	
	2025 Actual Measured	Model – 2025 Forecast
Felton	59.0	59.0
Congresbury	51.6	52.0
Littleton Hill	54.8	54.8

## 4.7 Aircraft Noise Levels

Aircraft using Bristol Airport are required to be operated in the quietest possible manner. Aircraft exceeding 90 dB(A) by day (0600 to 2330 local time) and 85 dB(A) by night (2331 to 0559 local time) at the Congresbury and Littleton Hill (LH) noise monitoring points will be subject to a penalty as set out in the Airport Fees and Charges. A summary of data relating to aircraft movements from the noise monitoring undertaken in 2025 is provided in **Table 4.7** with 2024 data. All departing aircraft complied with the noise infringement limits (with the exception of one identified exceedance in late December which is part of an ongoing investigation).

**Table 4.7: Noise monitoring - aircraft movements from Congresbury and Littleton Hill noise monitoring points**

Month	Peak aircraft noise level L <sub>max</sub> dB(A)			
	Runway 27 – Congresbury 2025	Runway 27 – Congresbury 2024	Runway 09 – Littleton Hill 2025	Runway 09 – Littleton Hill 2024
January	79.9	81.2	81.7	82.5
February	84.6	80.8	82.8	82.3
March	83.8	83.1	82.5	–*
April	82.5	80.5	81.9	83.5
May	84.3	82.5	86	81.9
June	85	80	80.9	81.4
July	82.1	81.3	82.8	85.1
August	81.6	80.5	89.9	81.4
September	87.9	83.3	83.5	80.7
October	85.8	80.9	89.9	81.9
November	82.8	80.8	87.3	83.9
December	83.2	80.5	93.4	83

\*Technical problem with the noise monitor in March 2024 meant no readings were collected.

## 4.8 Noise Climate

Noise climates show how noise varies over a set period. This data is an average of noise levels recorded each month over 24-hours, shown in **Table 4.8**.

**Table 4.8: Noise Climates over the past two years**

	Congresbury		Littleton Hill		Felton	
	2025	2024	2025	2024	2025	2024
Month	Leq dB(A)	Leq dB(A)	Leq dB(A)	Leq dB(A)	Leq dB(A)	Leq dB(A)
January	58.0	58.5	56.4	55.8	59.9	60.1
February	58.6	58.4	56.7	56.1	60.5	61.3
March	58.1	58.3	55.8	—*	60.4	61.2
April	58.4	57.8	56.0	58	60.5	61.5
May	57.9	57.5	56.5	57	61.0	61.9
June	57.8	57.7	57.4	57.3	61.6	61.7
July	57.8	57.5	56.7	57.2	61.4	61.7
August	57.9	57.6	56.8	57.3	61.2	61.9
September	58.9	58.1	57.7	58	61.9	61.9
October	58.6	58.3	57.7	57	61.7	61.8
November	58.0	57.4	56.0	56.5	60.2	59.9
December	58.9	58.4	57.3	59.8	60.5	61.6

\*Technical problem with the noise monitor in March 2024 meant no readings were collected.

## 4.9 Flight Routings

Indicative flight routes for easterly and westerly operations are provided in **Appendix E**. The Noise Preferential Routes (NPRs) are to be flown by all departing aircraft of more than 5700kg maximum certified weight, unless otherwise instructed by Air Traffic Control (ATC) or unless deviations are required in the interests of safety and/or weather. The NPR requires aircraft to climb straight ahead for 4.5 nautical miles when departing on Runway 27 and 4.7 nautical miles on Runway 09 and to be no lower than 3,000ft above sea level before commencing the turn. The obligations of the NPR cease when an altitude of 4,000ft above sea level has been reached.

Bristol Airport's noise and track keeping system, ANOMS, is used to monitor adherence to the NPRs and to record continuous descent approaches. As part of the Airport's Noise Action Plan, an online flight tracking system is available for public use on the Bristol Airport website. A map showing the NPRs can be found in **Appendix E**. Conformance to NPRs in 2025 was 99.03% for all departures.

Bristol Airport works with the airlines and the air traffic services provider, NATS, to promote the use of continuous descent approaches (CDAs). In contrast to conventional airport approaches, aircraft following CDAs descend continuously from as high as possible. A continuous descent requires less engine thrust than level flights and provides additional noise attenuation by keeping the aircraft higher for longer. In 2025, 90.32% of all flights used a CDA on arrival. Helicopter movements and light aircraft, as defined by the European Aviation Safety Agency as aircraft under 5700kg, e.g. two-seater aircraft used for training flights, are excluded from this data. In 2025, 94.60% of arrivals operated by the Airport's four main airlines (easyJet, Ryanair, Jet2 and TUI) utilised a CDA approach.

Factors that mean an aircraft cannot utilise a CDA include weather and air traffic routing requirements. An arrival is classified as a CDA if it is below an altitude of 6000ft, no level flight, or one phase of level flight is no longer than 2.5 nautical miles. CDA data and performance is regularly reviewed with ATC and the airlines at the Flight Operations and Safety Committee to improve performance and CDA compliance.

Bristol Airport reserves the right to levy a surcharge against any operator who, on a persistent basis, fails to operate in-line with the prescribed NPRs as recorded by ANOMS. No such surcharges were levied in 2025.

## 4.10 Ground Noise Management

Measures adopted by Bristol Airport to minimise the effects of ground noise are set out in a Ground Noise Management Strategy prepared in accordance with the 10mppa s106 Agreement and dated 16 February 2011. Progress against these measures is set out below. As part of the 12mppa s106 Agreement, the Airport must submit a revised Ground Noise Management Strategy to North Somerset Council, which shall aim to achieve ongoing improvements to minimise the levels and impacts of ground noise at the Airport.

The draft Management Strategy has been submitted to North Somerset Council for review, and the Airport is awaiting feedback as at the time of writing.



### Fixed Electrical Ground Power (FEGP)

Fixed electrical ground power (FEGP) is provided as a primary substitute for the use of aircraft auxiliary power units (APUs) or mobile ground power units. FEGP use is mandatory where provided and is subject to strict operational rules. Aircraft stands 17-20 and 34-40 are equipped with FEGP, as these stands are closest to residential properties.

### Ground Running of Aircraft Engines

Ground running of aircraft engines is necessary as part of the scheduled maintenance undertaken to ensure that aircraft are airworthy and fit for flight. All such activities are subject to strict operational procedures. **Table 4.10.1** below shows the number of engines runs in 2025; idle meaning there is no additional power applied, i.e. the engine at base lowest thrust setting. Anything above this level is recorded in the 'above idle' category.

**Table 4.10.1: Ground Running of Aircraft Engines**

	2025	2024	2023	2022	2021	2020
Idle	414	448	424	372	566	297
Above Idle	24	14	23	42	36	26

## Aircraft Auxiliary Power Units (APUs)

Strict operational procedures are in place to control the use of APU engine runs, with APU engine runs between the hours of 23:30 and 06:00 subject to prior approval. APU engine runs within this time period are shown in **Table 4.10.2** below.

**Table 4.10.2: APU Engine Runs between 23:30 and 06:00 Hours**

	2025	2024	2023	2022	2021	2020
APU Engine Runs	15	16	10	10	5	5

## 4.11 Environmental Complaints

For logging and tracking noise complaints, Bristol Airport operates a web-based system, accessible at <https://www.bristolairport.co.uk/contact-and-help/noise-and-environmental-concerns/>, and by post.

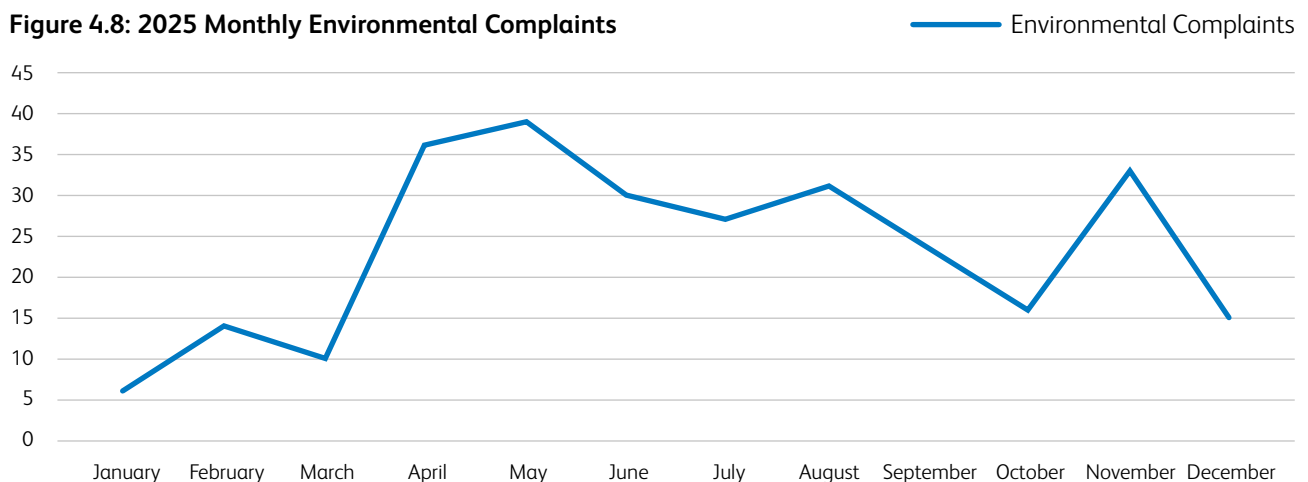
During 2025, Bristol Airport received 280 environmental complaints, of which 248 were related to noise. Environmental complaint statistics are shown in **Table 4.8.1** below.

**Table 4.8.1: Environmental Complaints**

	2025	2024	2023	2022	2021	2020	2019
Total number of complaints	280	292	276	398	159	199	451
Number of individual complainants	141	147	167	253	105	96	229
Average number of complaints per complainant	1.9	2	1.7	1.6	1.5	2.1	1.9

The monthly distribution of noise complaints throughout 2025 is shown in **Figure 4.8** below.

**Figure 4.8: 2025 Monthly Environmental Complaints**



The nature of complaints is shown in **Table 4.8.2** below, with aircraft noise and flight paths being the primary causes of concern in 2025.

**Table 4.8.2: Environmental complaints by primary concern**

Primary Concern of Complaint	Number of Complaints
Aircraft Night Noise	87
Aircraft Day Noise	82
Flightpaths	40
Low Flying Aircraft	29
Ground Noise (On-site)	9
Road/Congestion (Off-site)	8
Odour	7
Local Air Quality	4
Waste Management	5
Generic Pollution	2
Off-site vehicle parking	2
Helicopter Movement	1
Habitat Management (On-site)	1
Aircraft Training/Circuits	1
Biodiversity	1
Environmental Effects of Development	1
<b>Total</b>	<b>280</b>



Complaints can also be split by their originating location. **Table 4.8.3** identifies areas where three or more complaints have been made in 2025, and a comparison to 2024.

**Table 4.8.3: Areas with three or more Environmental Complaints**

Location	Number of Complaints	
	2025	2024
Backwell	18	7
Bath	34	23
Bristol	45	21
Chew Magna	3	–
Chippenham	0	3
Cleeve	43	20
Clevedon	0	1
Congresbury	4	6
Corsham	0	54
Downside	0	14
Felton	19	4
Grittleton	3	18
Keynsham	6	9
Nailsea	5	–
Pensford	24	3
Redhill	3	4
Stanton Drew	1	6
Unknown	8	6
Weston super Mare	0	5
Winford	6	5
Wroughton	22	14
Yatton	9	14

All complaints have been handled in line with the relevant Airport Policy.



# Section 5 – Community

## 5.1 Community Fund and Diamond Fund

In 2025, Bristol Airport's Local Community Fund and Diamond Fund continued to support projects and community groups in the local area that are most affected by the Airport's operations. The Airport Environmental and Amenity Improvement Fund (known as the Bristol Airport Local Community Fund) was set up as one of the commitments the Airport agreed to provide in connection with its 12mppa planning permission. The Bristol Airport Local Community Fund has been established to invest in a range of local projects which benefit the local community and the environment. Its main purpose is to mitigate the environmental impacts of the Airport's operations and to give something back to the surrounding communities who are affected by being situated in close proximity to the Airport.

The Fund's area of benefit concentrates on the areas most affected by airport operations. The Local Community Fund grants financial contributions to:

- Schemes which improve, enhance, protect and conserve the natural environment within the vicinity of the Airport.
- Noise mitigation for non-residential buildings (residential buildings can apply to the separate Noise Mitigation Scheme).
- Traffic implications associated with an increase in passengers using the Airport.
- Any other projects/schemes which can demonstrate they will help mitigate an environmental and/or amenity impact that can be attributed to the Airport expanding.

The Fund has been set up as a Community Interest Company dedicated to the purpose of investment in local community projects. A partnership approach has been taken to the management of the Fund which involves community representatives in determining how funds are allocated. Applications for funding are considered four times a year by a management committee comprising four representatives from Bristol Airport Limited and four elected members of North Somerset Council. The management committee is independently chaired, and the Chairman has a casting vote on funding decisions if necessary. The Management Committee evaluates each application carefully and uses its local knowledge and expertise to ensure that the Fund is used to deliver the greatest possible benefit to the local community. Each year, Bristol Airport contributes £100,000 to the Bristol Airport Local Community Fund and £50,000 to the Diamond Fund, which supports projects in the local area which do not meet the criteria for the Local Community Fund.

In 2025, Bristol Airport granted £103,923 to support 15 local community projects through the Local Community Fund; and £45,808 was granted from the Diamond Fund to support 49 projects (£149,731 in total). A full list of the organisations and projects that have been supported are contained within Appendix F. Unspent Local Community Fund money and Diamond Fund will roll over to 2026.

The Airport's Noise Mitigation Scheme, which was established as part of the 12mppa planning permission, continued to help mitigate the impact of aircraft noise on residential properties close to the Airport. This scheme provides grants for sound insulation, for example, the installation of new windows. In 2025, Bristol Airport pledged a total of £200,000 to support 39 individual residential properties in the local area.



**Window and door renovation project at Groundwork South Goblin Combe Outdoor Learning Centre in Cleve, supported by Community Fund grant.**



**Wrighton Community Minibus, supported by Community Fund grant.**

## 5.2 Other Community Funding and Events

The Airport extended its charity partnership for one additional year with Great Western Air Ambulance Charity (GWAAC). The money raised throughout the year for GWAAC has gone directly to respond to people in urgent need of critical care. GWAAC perform procedures normally only seen inside a hospital emergency department, for patients whose survival relies on receiving that treatment right there at the scene. In 2025, Bristol Airport raised more than £177,000 for GWAAC, and over the two-year partnership, the Airport raised more than £210,000 for the charity. This includes a Charity Golf Day in June 2025 that raised more than £35,000, as well as a London to Bristol Airport cycle ride which raised £110,000 in September 2025. Other fundraising activities included eight plane spotter events for aviation enthusiasts, Bristol Airport employees and their friends and family; a cake sale by members of the Airport Team and a Runway Run in February 2025.



Retired fire hoses being donated to Noah's Ark Zoo Farm in Wraxall, North Somerset.

In the autumn, the Airport held its annual Poppy Appeal collection which raised more than £25,500 for the Royal British Legion. Donation boxes were located across the Airport and members of the British Royal Legion collected funds for the charity in the terminal for the two weeks leading up to Armistice Day.

Other notable charitable moments in 2025 included a food donation to the Weston-super-Mare Foodbank. The food was donated by Bristol Airport colleagues and Business Partners across the Airport. Along with the food donation, members of the Bristol Airport Team volunteered at the Foodbank to help organise, sort and pack donations from across the local area.

During 2025, the Airport's Fire Department donated 14 old, retired fire hoses to Noah's Ark Zoo Farm in Wraxall, North Somerset. The donations are part of a long-running eight-year sustainability partnership between the Airport and Noah's Ark Zoo Farm in North Somerset. Also, Bristol Airport and DHL teamed up to co-ordinate the donation of toiletries to people experiencing homelessness across Bristol and Somerset, as well as unused baby items for families in vulnerable circumstances.

Each year, every member of the Bristol Airport Team has a volunteer day to help support and give something back to local charities and organisations in the local community. Throughout 2025, the Bristol Airport Team provided 920 volunteer hours supporting projects and educational learning in the local community. This included litter picking on and nearby Felton Common; clearing away brambles and pruning chilli plants at Uncle Paul's Chilli Charity in Butcombe; and volunteering at Weston-super-Mare Foodbank.



Bristol Airport charity partnership with Great Western Air Ambulance Charity (GWAAC). Clockwise, London to Bristol Airport cycle ride, Charity Golf Day and Runway Run participants.



# Section 6 – Employment

## 6.1 Onsite Jobs

Bristol Airport is one of the largest employment sites in the region, with 5,857 people employed directly at the Airport in July 2025, of which around 81% are full time jobs. Bristol Airport Ltd itself employed approximately 413 people during 2025. A survey of business partners was conducted to establish the number of employees in July, which is a peak summer season month, when the maximum number of people will be employed on site. Thousands more people are indirectly employed through the supply chain, construction industry, associated businesses, as well as in the inbound tourism sector. Over the 10-year period since 2015, recorded job numbers have increased almost 73%, which is around 2,465 employees, which underlines the significant economic benefits of Bristol Airport's growth.

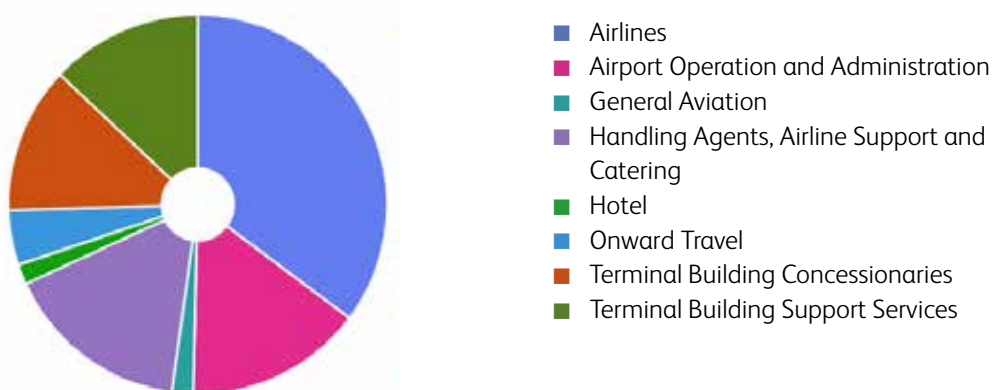
**Table 6.1** below summarises the number of companies and staff located on site at Bristol Airport, noting job numbers were not recorded during the COVID-19 pandemic and as such the information is missing for 2020-21.

**Table 6.1: Numbers of Companies and Staff working at Bristol Airport**

	2015	2016	2017	2018	2022	2023	2024	2025
Number of companies	52	52	54	56	50	53	62	60
Total number of staff	3,392	3,470	3,918	3,978	3,401	4,101	5,508	5,857
% change number of staff	–	2.30	12.91	1.53	-14.50	20.58	34.31	6.33

**Figure 6.1** below shows the split of areas of employment on-site at Bristol Airport, with the greatest proportion of workers employed by Airlines.

**Figure 6.1: Areas of Employment**



## 6.2 Skills and Employment Plan

As part of Bristol Airport's expansion plans and 12mppa planning permission, we worked with North Somerset Council to develop a Skills and Employment Plan (SKEP) to deliver measures to promote employment opportunities at the Airport for local residents, including residents of South Bristol and Weston-super-Mare. The SKEP includes a variety of objectives and targets relating to local labour and community benefits for the construction phase of the 12mppa expansion plans; a programme of employment and skills initiatives with education providers for the operational phase

of the 12mppa expansion; and an education programme of engagement from primary through to university level. The SKEP was introduced in July 2024. Progress and achievements against agreed key performance indicators (KPIs) have been recorded for 2025 and are outlined in **Table 6.2** below.

**Table 6.2: SKEP KPIs and 2025 Progress**

Key Performance Indicators (KPIs)			
Construction & Supply Chain Phase	Annual Target	2024 Progress	2025 Progress
(KPI 1) New local <sup>1</sup> direct employees hired 1 FTE per £5m spend Annual target of 7FTE per annum	7.0 FTEs	20	5
(KPI 2) New entrant trainees/apprentices 0.5FTE per £1m spend Annual target of 18 per annum	18	16	23
(KPI 3) Training hours for new and existing staff 60hrs per £1m spend Annual target of 2,200 hrs per annum	2,200	2881 hrs	2,153 hrs
(KPI 4) Local school and college visits (10 hrs per £1m spend) Annual target of 370 hrs per annum	370 hrs	430 hrs	375 hrs
(KPI 5) Meaningful work placement weeks 2 weeks per £1m spend Annual target of 75 weeks	75 weeks	29.7 weeks	8 weeks
(KPI 6) Local supply chain spend (within 20 miles) £200k per £1m spend Annual target of £7.25m	£7,250,000	£10,511,568.10	£13,622,995.18
(KPI 7) Local subcontractors used on project 25 % per contract (within 20 miles)	25%	64.25%	44%
Airport Workforce	Annual Target	2024 Progress	2025 Progress
(KPI 8) Local careers fairs held & attended	4	12	13
(KPI 9) Meaningful work experience weeks hosted by Bristol Airport	5 weeks	14.4 weeks	10 weeks
(KPI 10) Individuals undertaking a Bristol Airport apprenticeship and/or internship	5	11	9
(KPI 11) Disability Confident Employer Status within 12 months of infrastructure commencement	Level 1	Level 2 Status	Level 3 Status
(KPI 13) School engagement & awareness programme	To setup and deliver	~249 hrs recorded	145 hrs recorded
Achieve Fund	Target	2024 Progress	2025 Progress
(KPI 12) Achieve Fund employability initiatives, workshops & activity	To setup and deliver	45 hours recorded	197 hours recorded

1 Within the BS postcode area

### SKEP Construction Phase

We work closely with our on-site construction contractors to progress key development projects across the Bristol Airport site, including additional social value targets. Our construction contractors have continued to support sustainable local employment and contribute to local communities across 2025, by hiring 5 local individuals, offering apprenticeship and/or internship opportunities to 23 local individuals, and investing over £13.5 million in the local supply chain. KPI 1 (new local direct employees hired) was lower than the annual target in 2025, however, we significantly over-performed against this KPI in 2024. This was primarily due to the success of the Transport Interchange and Multi-Storey Car Park 2 project, for which the majority of workforce hiring took place in 2024. These workers were still working on the project in 2025, but can no longer be counted as ‘new’ employees. KPI 3 was also just below the target in 2025. With the Terminal Transformation project now underway (refer **Section 8.2**), being a major, multi-year construction project, we will look to improve KPI 3 for 2026 and beyond.

In 2025, performance against KPI 5 (work placement weeks) fell short, achieving only eight weeks against a target of 75. This was largely due to 2025 being a year of project completions and therefore having limited opportunities for appropriate student work placements. Students who may have started work placements with their contractors at Bristol Airport completed these placements offsite. As noted above, with the Terminal Transformation project now underway, there should be greater opportunities for student work placements. Lessons learned from 2025 will help improve future delivery by aligning placement opportunities with project timelines and enhancing coordination with contractors to maximise on-site placements.

In 2026, we will continue to collaborate with current and incoming construction contractors to ensure our 12mppa expansion projects create meaningful employment opportunities for local individuals and communities.

### SKEP Airport Workforce

As we continue to increase operations at Bristol Airport, it is important to ensure appropriate resources are available, including increased staff numbers. We are continuing to identify employment opportunities for young people and adults in the local community. During 2025, we attended, hosted and supported a wide range of school, college and community organisation events including careers fairs, employability days, workshops, on-site Bristol Airport Insights Sessions (including careers discussions and Terminal tours), work experience placements and volunteering opportunities. We value each opportunity to support young people and organisations in the local community, with some notable initiatives from 2025 including:

- **Bristol Airport Careers Fairs:** We hosted two careers fairs at Bristol Airport, in February and September 2025, to showcase the hundreds of opportunities available on site with both Bristol Airport and our business partners. Across these two fairs, we welcomed over 350 local residents to Lulsgate House to speak with operational, ground handling, retail and catering, and security business partners.



Bristol Airport Careers Fair in Lulsgate House.

- 2025 Work Experience Programme:** During 2025, we hosted local school students for over 10 weeks of on-site work experience placements. During their visit, students gained meaningful insights into how a busy international airport operates. They spent time with both our operational and support teams including Terminal Operations in the Control Centre, Airside Operations, Engineering, Motor Transportation, BRS Fire Station Officers and Ground Transportation. They also visited some on-site business partners like NATS in our Air Traffic Control Tower and Centreline. We received over 400 applications from local students for our 2025 work experience programme.



Work experience students at the Airport's Snow Base.

- School Engagement Programme:** During 2025, Bristol Airport's ongoing Education Programme involved colleagues visiting schools, colleges, charities and providers in the local community or inviting students to the Airport to learn about the history, operations, sustainability initiatives and career opportunities at the Airport. Schools and other providers included Backwell School, Gordano School, Mendip School, Chew Valley School, Knowle DGE Academy, Culverhill School and Bristol WORKS, among others. The Education Programme also saw engagement with all the main regional colleges, including Weston College, City of Bristol College and Wiltshire College. In total, there were 36 visits to schools/colleges and over 2,700 students engaged in the educational sessions.
- Apprenticeships:** Apprenticeships continue to play a key role in developing a skilled and sustainable Airport workforce, providing local people with the opportunity to gain recognised qualifications while building long-term careers at Bristol Airport. During 2025, Bristol Airport had 9 apprentices on programmes across Engineering and Motor Transport.



Bristol Airport apprentices, mentors and Amazon staff hosting a site visit for our apprentices.

## SKEP Achieve Fund

As part of the Achieve Fund within the SKEP, Bristol Airport support under-represented groups who face barriers to entering the workforce. We do this by partnering with specialist training providers to deliver a series of employability and skills interventions for individuals who are willing and able to commute to Bristol Airport.

In 2025, we planned and delivered three cohorts across the year in partnership with Weston College and partners in Bristol. Participants completed a combination of classroom-based learning and on-site work experience across a range of roles. Work experience placements were provided by several of our airport business partners, including SSP, Boots, APCOA, Centreline and ICTS. Participants rotated through different placements, supporting the development of skills aligned to their future aspirations.

To date, 13 participants have been supported through employability preparation, soft skills development, and progression towards or into employment. We look forward to continuing our work with both training providers, as well as our on-site business partners and North Somerset Council, throughout 2026 to deliver further programmes and support more people in developing their employability skills and finding employment.



Participants supported by the Achieve Fund in 2025.

## Inclusive Practices and Disability Confident Status

In 2025, we successfully achieved Disability Confident Leader (Level 3) accreditation, the highest level of the Disability Confident scheme. This recognises our sustained commitment to inclusive recruitment, retention and progression practices, and our role as a champion for disability inclusion.



Progressing through the scheme, we demonstrated delivery against our earlier commitments, including:

- Offering apprenticeship opportunities at Bristol Airport.
- Providing work experience opportunities at Bristol Airport.
- Using inclusive language in Bristol Airport job advertisements.
- Offering reasonable adjustments to all applicants, as well as new and existing employees.

As a Disability Confident Leader, we have strengthened these commitments by:

- Offering interviews and job opportunities to disabled applicants who meet our minimum job criteria; and reviewing our essential job criteria to ensure it truly is essential and does not unnecessarily exclude or detriment certain groups.
- Actively promoting our Disability Confident status on the Bristol Airport website and recruitment materials.
- Continuing to raise awareness of inclusive practices and the benefits of recruiting, retaining and developing disabled people across our business.

We will continue to review workplace and recruitment practices to ensure accessibility and inclusivity at Bristol Airport. Specifically, we will:

1. Continue to provide appropriate training to our hiring managers, managers and People Team.
2. Take active steps to increase our diversity monitoring disclosure rates in order for us to voluntarily report on key equality, diversity and inclusion metrics, including disability, mental health and wellbeing metrics.
3. Support and encourage other on-site employers to adopt inclusive recruitment practices and engage with the Disability Confident Scheme.
4. Continue our engagement with our workplace accessibility forum.

- ← Bus & Coach
- Silver Zone Shuttle
- Waiting Zone Shuttle
- Car Rental Shuttle
- Smoking Area

- ← Bus & Coach
- Silver Zone Shuttle
- Waiting Zone Shuttle
- Car Rental Shuttle
- Smoking Area
- Terminal ↑
- Minibus

Terminal

Terminal



# Section 7 – Surface Access

Passenger numbers on bus and coach services at the Airport continued to increase in 2025 compared to 2024. Bristol Airport continued to work with partners, Local Authorities and other transport stakeholders to improve services for passengers and staff. Highlights of progress in 2025 included:

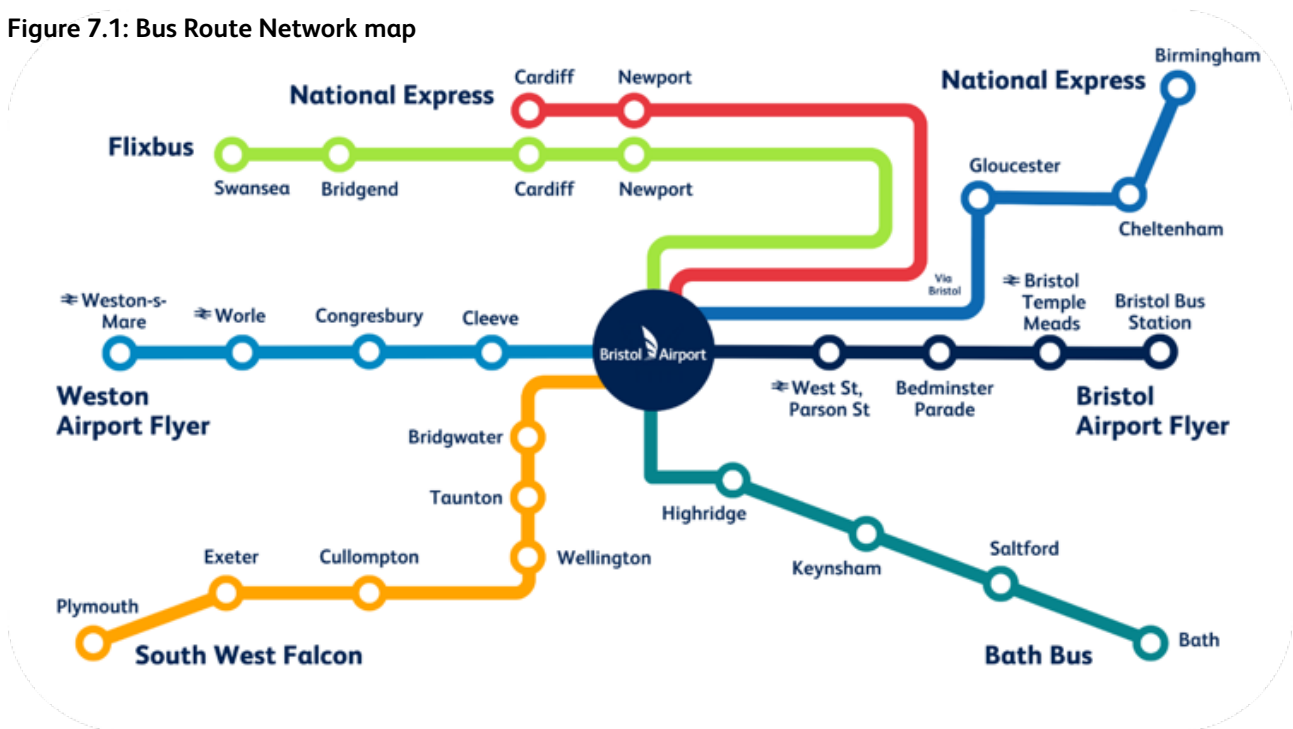
- Opening of the new Public Transport Interchange (PTI), more than doubling the number of bus/coach bays and significantly improving the passenger experience.
- Increasing frequency on A1 and A3 Flyer bus services by 88% from April 2025.
- Continued patronage growth on the A1 and A3 Flyer services for the busiest year ever, with 1.37 million passenger and staff trips.
- Introduced free staff travel on the A4 bus service from July 2025, in partnership with Bath Bus Co, resulting in around 40% increase in staff bus trips on the A4 relative to 2024.

The key public transport services at Bristol Airport in 2025 are listed in **Table 7.1** below, and shown in **Figure 7.1**.

**Table 7.1: Bus Operators and Routes**

Service	Route	Operator
A1 Bristol Flyer	Bristol City Centre, Bristol Temple Meads, Bristol Bus Station	First
A3 Weston Flyer	Weston-super-Mare, Worle Station	First
A4 Air Decker	Bath City Centre, Keynsham, Hengrove	Bath Bus Company
Falcon	Plymouth, Exeter to Bristol via Bristol Airport	Stagecoach
FlixBus 910	Newport, Cardiff, Bridgend, Swansea	Cymru Coaches
National Express 100	Cheltenham, Gloucester, Birmingham	National Express
National Express 216	Cardiff, Newport	National Express
WESTlink	On demand transport – accessible from Chew Valley, Weston and Three Towns zones (inc. Portishead, Yatton, Clevedon and Nailsea)	West of England Combined Authority and North Somerset Council
WESTLocal	Clevedon, Yatton, Congresbury	Nailsea and District Community Transport

Figure 7.1: Bus Route Network map



In April 2025, the frequency of the A1 and A3 Flyer services increased. The A1 Flyer now departs every 7/8 minutes connecting Bristol Airport to Bristol City Centre, Bristol Temple Meads and Bristol Bus Station. The A3 Flyer departs every 30 minutes to Weston-super-Mare. The increased frequency of Flyer services was a commitment made as part of the 12mppa s106 legal agreement.

In December 2025, Bath Bus Company was purchased by First Bus. In 2026, the A4 will be rebranded as an “Airport Flyer” service, with free onward bus connections on any other bus services within the First network in Bristol or Weston, as is already case with the A1 and A3 Flyer services.

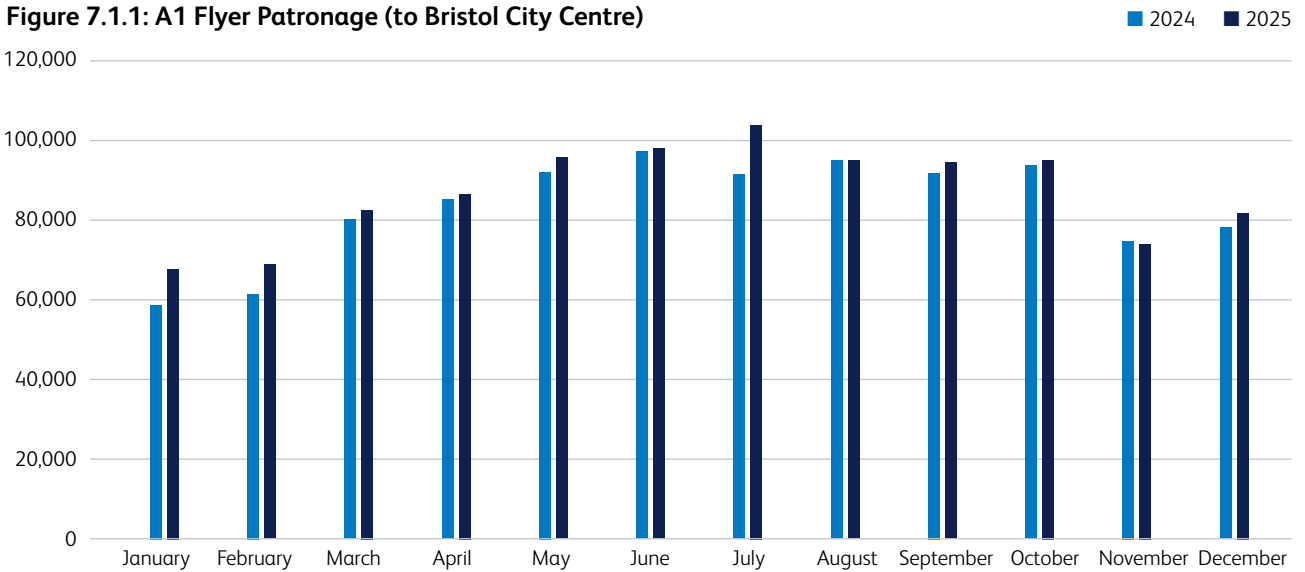


## 7.1 User Statistics

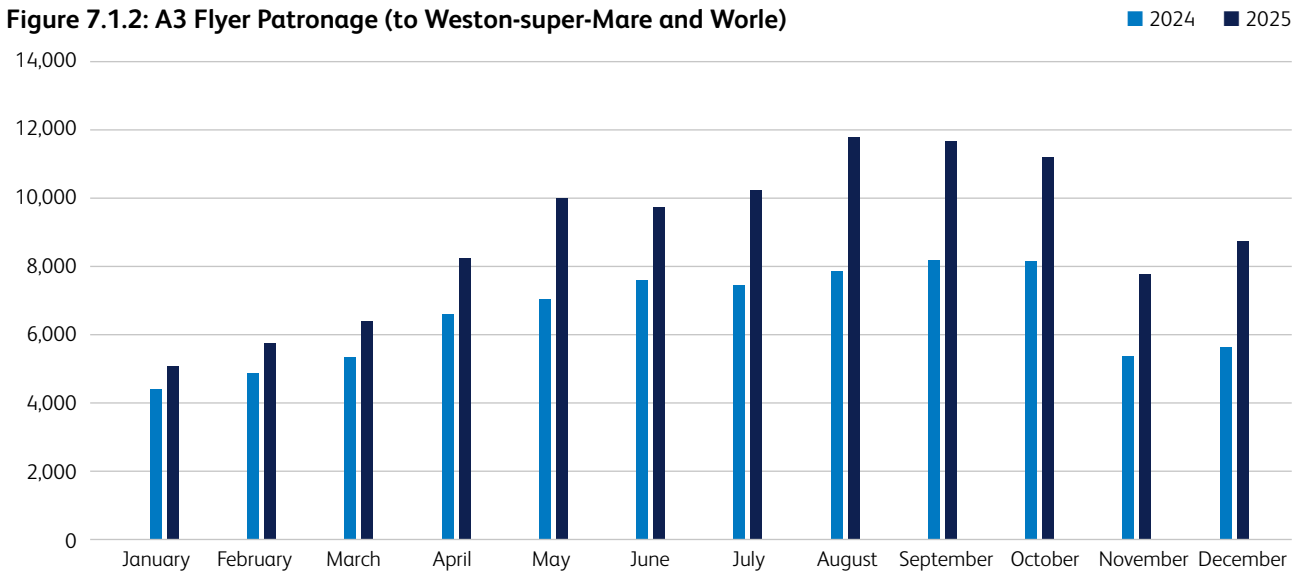
Both the A1 and A3 Flyer bus services have continued to grow in 2025, with 3.1% growth in A1 patronage and 22% growth on the A3, including both passenger and staff trips. A1 Flyer passenger numbers remain well over 1.1 million per annum and the A3 Flyer is approaching 200,000 passengers. Combined, the A1 and A3 Flyer bus services carried 1.37 million passengers and staff in 2025.

**Figure 7.1.1** and **Figure 7.1.2** below show patronage on the A1 Flyer and A3 Flyer across 2025, and comparison to 2024. These figures are passengers only and do not include staff.

**Figure 7.1.1: A1 Flyer Patronage (to Bristol City Centre)**

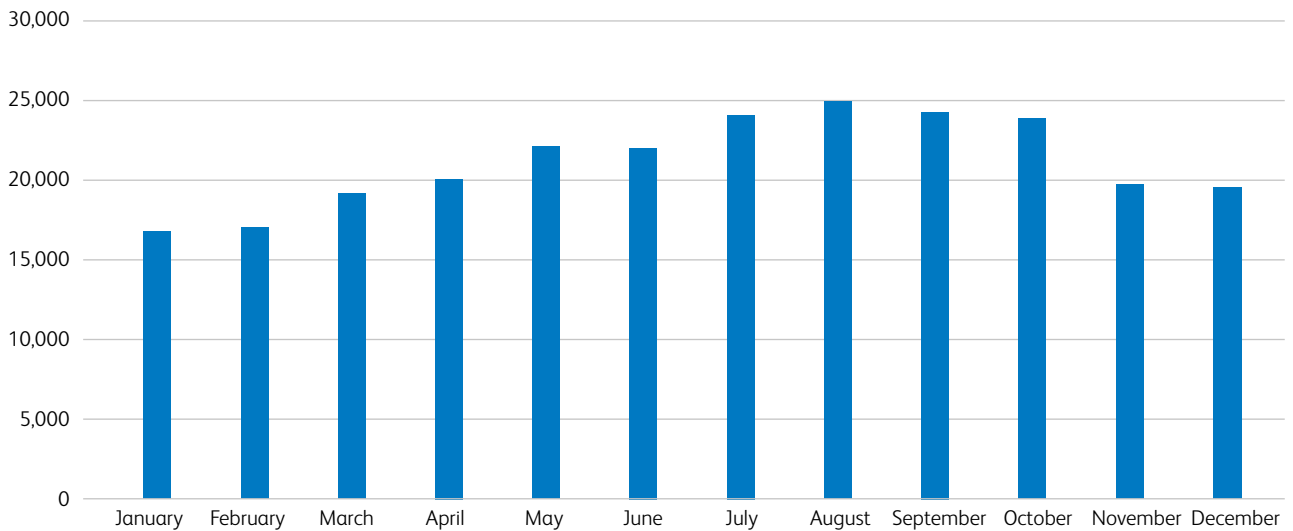


**Figure 7.1.2: A3 Flyer Patronage (to Weston-super-Mare and Worle)**



Since 1st August 2022, all directly employed airport and business partner staff have been able to commute for free on the A1 and A3 Flyer bus services. On 16th July 2025, this was extended to include the A4 Air Decker service between Bristol Airport and Bath. Since free travel on the A4 was implemented, there has been a monthly average of 21,453 staff journeys per month (**Figure 7.1.3**). This represents a total increase of 1.3% in staff numbers using Flyer travel compared to 2024. Staff commutes comprise 16% of all A1/A3 Flyer journeys, with staff making up 43% of A3 users.

**Figure 7.1.3: Staff commutes on A1, A3 and A4 bus services**



We continue to encourage passengers to use public transport to and from Bristol Airport. Working with our partners at First Bus and Great Western Railway, we continue to undertake a range of promotional and marketing activities, including radio advertising, print and digital media, as well as offering discounted promotional rates and incentives, ranging from 50% off, to family tickets and special children and student fares.

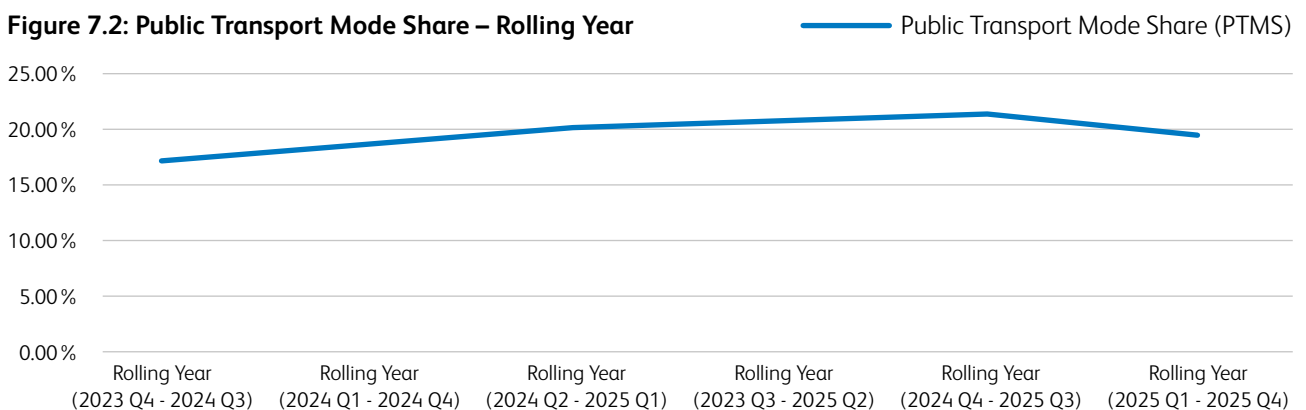
## 7.2 Mode Share

In accordance with the 12mppa s106 legal agreement, measurement and reporting of Public Transport Mode Share (PTMS) for passengers is now based upon the Civil Aviation Authority’s (CAA) Departing Passenger Survey.

In 2025, a ‘rebaselining’ exercise was undertaken with North Somerset Council to establish the PTMS target based on CAA data, for an increase of +2.5% from 10mppa to 12mppa, in accordance with the 12mppa s106 obligation. This set the ‘rebaselined’ target as 20.1% by the time we reach 12mppa.

PTMS continues to trend upwards for passengers since the CAA surveys were re-established at Bristol Airport in Q3 2023, as shown in **Figure 7.2** below. The overall PTMS for 2025 was 19.8%, up from 18.6% in 2024.

**Figure 7.2: Public Transport Mode Share – Rolling Year**





# Section 8 – Development and Growth

## 8.1 Projects Completed

To keep pace with the demand for air travel from the region, Bristol Airport continues to benefit from significant investment in an ongoing programme of transformative capital projects and development activity. Some of the major projects completed in 2025 include:

### Transport Interchange and Multi-Storey Car Park 2 (MSCP2)

One of the region's largest transport interchanges was opened in July 2025. The £60 million project took two years to complete and boosted the local economy, supporting 120 construction jobs on site during the peak with over 60 new jobs created. The local supply chain also benefited, for example, the concrete supplier used is based less than five miles from Bristol Airport.

A new multi-storey car park was part of the project, providing an additional 2,000 new spaces located conveniently close to the terminal. The transport interchange is located on the top floor of the new multi-storey car park and boasts 15 new bus/coach bays and a significantly enlarged drop-off and pick-up area. All buses and coaches serving the Airport now use the dedicated bus bays at the new transport interchange. Passengers, staff and other visitors are able to move seamlessly between the interchange and the terminal via a purpose-built link bridge.

Since work began on the project in May 2023, more than 100,000 tonnes of stone and material has been crushed and reused on site, while 90% of wood and metal was recycled. The construction site also saw the use of the new Volvo EC230 electric excavator, which was the first of its kind to be trialed in the UK.

The transport interchange has provided a transformational change to how people access Bristol Airport, with the facility receiving significant positive feedback since its opening in summer 2025.



**Official opening of the Transport Interchange.** From left to right, Dave Lees (CEO Bristol Airport), Sadik Al-Hassan MP and Cllr Mike Bell.



**Link Bridge allowing customers to travel from the Terminal to the Transport Interchange.**



**The drop-off and pick-up area with public transport bus bays in the background.**

## South Gates

The construction of three new boarding gates immediately south of the terminal building commenced in autumn 2024 and were opened to passengers in August 2025. The new building also includes a relocated and improved multi-faith area, as well as back-of-house office and other facilities for Bristol Airport and business partner employees. The South Gates are accessed from the Departure Lounge, with the new gates numbered 22- 24 and serving aircraft stands 1-3.

## Escape Lounge (formerly Executive Lounge C)

Bristol Airport invested in the enclosure of the east terminal building airside roof terrace to enable the space to become part of the main terminal building and allow passengers to use it all year round. The project commenced in summer 2024 and the new lounge, named the Escape Lounge, was opened to passengers in August 2025. The Escape Lounge is located on the first floor of the Departure Lounge and offers 140 additional seats and an impressive view of the airfield.



## Solar

The solar network at Bristol Airport continues to grow, with panels now installed on the Transport Interchange, South Gates and Escape Lounge as part of their construction. During 2025, solar panels were also installed on the existing Fire Station Building and at the Snow Base on the southern-side of the airfield. These additions complement our 1.6 megawatt solar farm south of the runway, which was completed in 2023.

## Main Gate

The construction of an additional lane and canopy at the Main Gate, where vehicles are searched before accessing airside areas of the airfield, began in autumn 2024 and was completed in spring 2025. This facility has helped to improve the operational efficiency for vehicles requiring airside access. Main Gate is a back-of-house area, and not a facility that the general public will use or are likely to see.

## 8.2 Projects Underway

### Terminal Transformation

The 12mppa planning application secured permission to extend the main terminal building to the south and west. As part of Bristol Airport's Terminal Transformation programme, works have now commenced to deliver the south and west extensions, which will incorporate major improvements to the Departure Lounge.

The project will provide more space, more choice, and more comfort to our passengers. We are nearly doubling the number of shops and restaurants, with 17 new retail and food outlets being added to the Departure Lounge, in addition to new and expanded seating areas designed with passenger comfort in mind.

As part of the Terminal Transformation, we are introducing a dedicated baby feeding room, a larger assisted travel lounge, additional washrooms and accessible toilets. We are also improving the passenger arrivals experience with more space in the baggage reclaim area and additional conveyors.

The first new shops and restaurants will start to open from spring 2027, with the entire Terminal Transformation project expected to be complete by January 2029.

The south and west terminal extensions have an approved Construction Environmental Management Plan (CEMP) in place. The CEMP was approved by North Somerset Council and sets out how environmental effects associated with the construction of the project are reduced, mitigated and managed. **Figure 8.2.1** below shows the scale of the south and west terminal extensions, while **Figure 8.2.2** shows artist impressions of the transformed Departure Lounge.

Figure 8.2.1: Indicative extent of the South and West Terminal Extensions

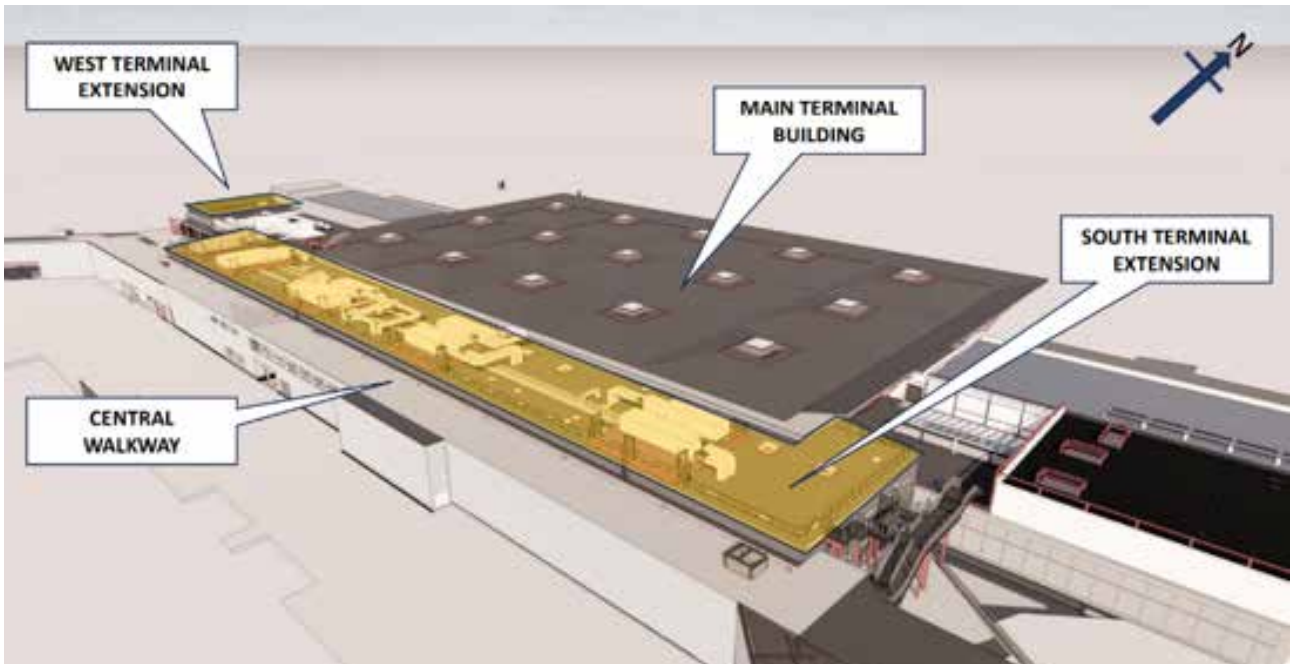


Figure 8.2.2: Artist Impressions of the Terminal Transformation project and new Departure Lounge



## Energy Centre

Construction of a new Energy Centre is underway on the northside of the Airport, adjacent to the existing Hampton by Hilton hotel. As part of the Bristol Airport Sustainability Strategy, we have committed to net zero operations (Scope 1 and Scope 2) by 2030. One of the objectives crucial to achieving this target is the removal of gas boilers from the Bristol Airport site and replacing them with air source heat pumps. At present, heating of the main terminal building is provided by natural gas boilers situated within the terminal basement. The Energy Centre will house industrial-sized heat pumps and one electric boiler along with the mechanical and electrical equipment necessary to heat and cool the main terminal building, as well as the terminal extensions currently under construction.

The new Energy Centre has commenced construction and is expected to be completed by October 2026. This will enable the gas boilers to be removed from the terminal, helping to achieve a significant carbon reduction and underlining Bristol Airport's commitment to delivering net zero operations.

## Northside Parking Resurfacing

Work is underway to resurface and reinstate all surface parking on the northside of the Airport. During the construction of the Transport Interchange and Multi-Storey Car Park 2, large areas of surface parking were taken out of service and used for contractor compounds and material storage. Now that the Transport Interchange and Multi-Storey Car Park 2 are complete, the surface parking is being resurfaced and reinstated for use in a phased approach throughout the first half of 2026. The entire project is expected to be complete by summer 2026.



## 8.3 Future Projects

### Multi-Storey Car Park 3 (MSCP3)

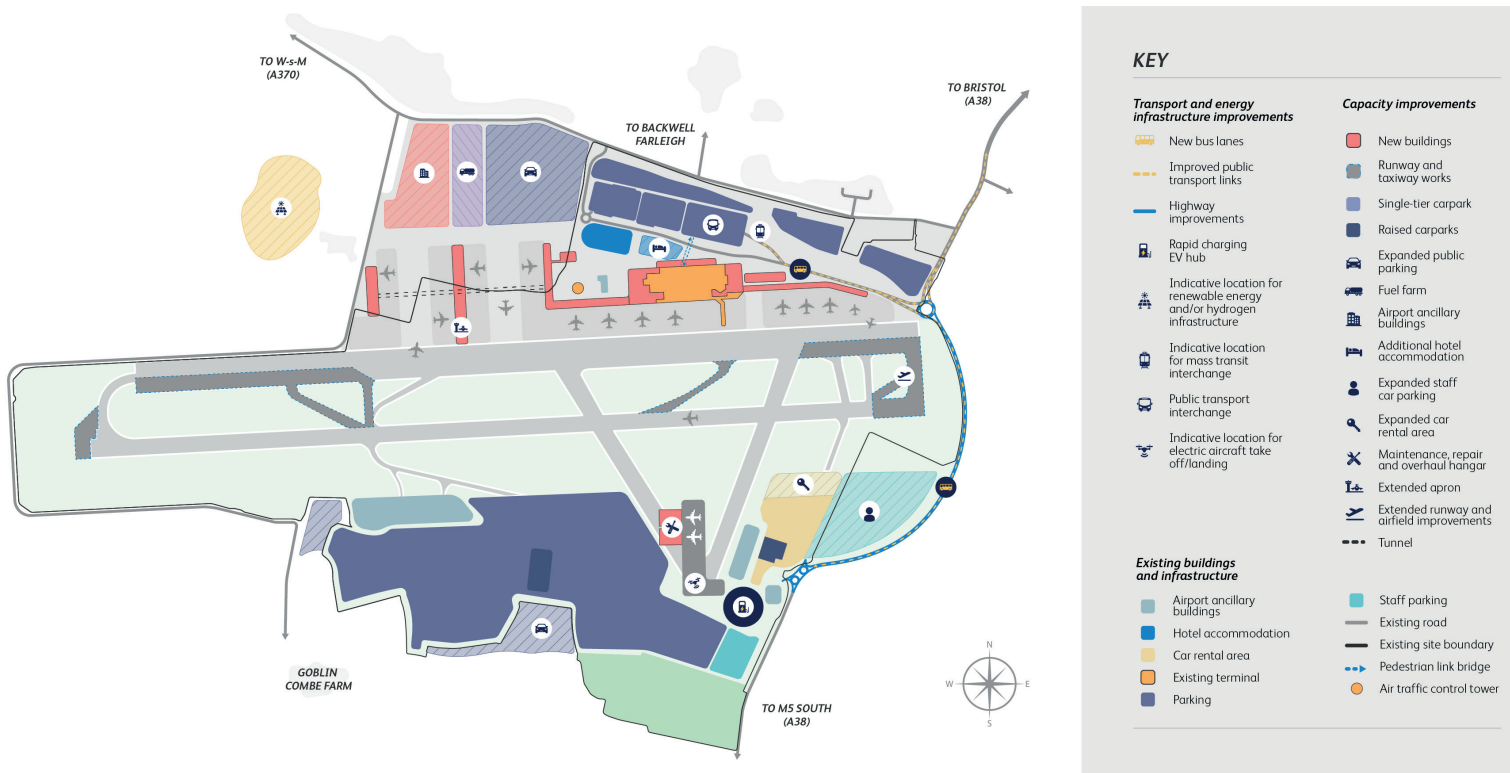
As part of our 12mppa planning permission, we have outline planning consent for a third multi-storey car park to be built at Bristol Airport, alongside MSCP1 and MSCP2. Work will start in 2026 on the detailed design of the structure, which will then need to be submitted to North Somerset Council for consideration and approval. Subject to planning approval, construction work is expected to begin in 2027.

### Proposals to grow to 15mppa

In June 2025, we adopted our Bristol Airport Master Plan: Vision for 2040, which sets out our proposals to develop the Airport’s infrastructure to accommodate 15 million passengers for annum (15mppa).

Following adoption of the Master Plan, work has been underway to compile a planning application for submission to North Somerset Council in early 2026. The adopted illustrative Master Plan of the Airport in 2040, which forms the basis of the planning application and future development projects, is shown in **Figure 8.3** below.

**Figure 8.3: Adopted Bristol Airport Master Plan: Vision for 2040**



# Appendix A – Emissions and Climate Change Action Plan (ECCAP)

This document details the current baseline for carbon emissions (2019) and air quality. The majority of the carbon emissions relate to our airline partners using the Airport and passengers accessing the Airport over land. Of the carbon emissions over which we have control, the electricity we purchase has the largest footprint (location-based), followed by our fleet vehicles. Air quality is generally good surrounding the Airport, and the AQOs are not exceeded. Emissions from aircraft and ground operations effect air quality in the immediate vicinity of the Airport, but within a few hundred metres of the Airport boundary, road traffic is the most dominant emissions source that determines air quality.

## Control

We are dedicated to taking a leadership position in the management of carbon emissions, by reducing the emissions that we control (Scope 1 and 2 emission sources), and guiding and influencing the emissions of our stakeholders and our value chain (Scope 3 emission sources) to achieve emission reductions.

## Hierarchy

Each measure detailed in this ECCAP has been assigned to an indicative hierarchy based on the cost of implementation and the associated emissions reduction.

Cost	High Cost - Above £250k			
	Medium Cost - Between £100k - £250k			
	Low Cost - Below £100k			
		Low Emissions Reduction - Below 100 tCO <sub>2</sub> e per year	Medium Emissions Reduction - Below 100 - 1,000 tCO <sub>2</sub> e per year	High Emissions Reduction - Above 1,000 tCO <sub>2</sub> e per year
<b>Emissions Reduction</b>				

## Fixed Assets

Table A.1: Emission reduction measures – fixed assets

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
FA1	Carbon and air quality	Construction Environmental Management Plan (CEMP)	Production of a CEMP in accordance with planning condition 7, including measures to reduce carbon emissions and manage air quality.	Production of a CEMP.	Pre-construction	CEMPs have been produced and approved for the 12mppa Silver Zone Extension Phase II Carpark, as well as the extensions to the south and west terminal. CEMPs are continuously monitored and adhered to and help minimise the impact on the local community, environment and users of the Airport.	Relates to future construction	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
FA2	Carbon	Securing renewable electricity supply	Our current agreement is for a 100% renewable energy supply. This will be supplemented by FA17 with direct solar which would be considered 'additional'.	100% of electricity supply from renewable energy sources.	Retain	100% renewable energy supply continues to be used.	3.66 kt CO <sub>2</sub> e per year for Scope 2 electricity consumption	Scope 2 emissions are reduced to zero	Control	
FA3	Carbon	Offsetting of residual direct carbon emissions from 2021 to 2030 to achieve carbon neutrality	Offsets will be through carbon reduction credits from regional, national or international projects which meet environmental integrity criteria as defined by the ACI ACA Scheme. As part of efforts for continual improvement and development, we will increase the delivery of localised schemes rather than international projects in our offsetting projects. Continual reduction in the volume of offsets as efforts to decarbonise at emission source are implemented.	Achievement of ACA Level 3+ accreditation in 2021, Level 4 in 2023 and Level 4+ in 2025.	Retain and 2025	Maintaining level 4+ ACA accreditation	5.77 kt CO <sub>2</sub> e per year for Scope 1 and 2 emissions <sup>1</sup>	Offsetting of residual Scope 1 and 2 emissions to achieve carbon neutrality	Control	
FA4	Carbon	On-site zero-emission building	Deliver a zero-emission building (a highly energy efficient building supplied only by renewable energy generated on-site), for the Consolidated Car Rental Centre (CCRC). We have fitted over 200 kW of solar PV to the CCRC building. Over a 12 month period this will generate 100% of the building's heating and electrical requirements.	A zero-emission building on the CCRC with energy use covered by renewable energy generated on-site.	2022	Implemented and in use since 2023.	CCRC energy demand of 200,000 kWh/0.05 kt CO <sub>2</sub> e per year (2021)	Saving of 0.05 kt CO <sub>2</sub> e per year through on-site renewable energy generation	Control	
FA5	Carbon	Energy efficiency appraisal for all capital projects	We will update our internal processes to include an appraisal of energy efficiency for all capital projects.	Updated internal processes for all capital project with sustainability criteria.	2022	This is ongoing and has been factored into capital projects going forward.	Estimated 12 mppa building energy use of 4,000,000 kWh/1.02 CO <sub>2</sub> e per year <sup>2</sup>	Indirect reductions in carbon emissions	Control	

1 Bristol Airport's 2019 Carbon Footprint.

2 BAL (2021). Addendum to Environmental Statement, Doc Ref. 43002-WOOD-XX-XX-RP-O-0002\_S3\_1.

Table A.1: Emission reduction measures – fixed assets continued

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
FA6	Carbon	Point-of-use electrical hot-water heating for tenants	Installation of point-of-use electrical hot-water heating for tenants thus reducing gas dependency and allowing decommissioning of the existing gas heaters. As well as removing our gas requirements for hot water it will also allow shut down of the large boiler dilution fans, resulting in additional energy savings.	Installation of point-of-use electrical hot water heating for tenants across the Airport.	2026	Phase one completed end of Q4 2022. Phase 2 to be delivered in Q4 2026 by removing gas from site and installing an energy centre with air source heat pumps.	Estimate 290,000 kWh (0.05 kt CO <sub>2</sub> e) airport gas consumption for water heating (7% of total) per year <sup>1</sup>	Estimate 30,000 kWh energy removed with a reduction 0.01 kt CO <sub>2</sub> e per year	Guide and influence	
FA7	Carbon	Continue to actively work with Government and other organisations	To work with Government to deliver aims and objectives of the Jet Zero Strategy and continue work with organisations such as Fly Zero, Connected Places Catapult and others to aid the delivery of technological solutions and learnings for the industry.	Continued engagement and participation in programmes where relevant.	Ongoing	Ongoing engagement with Government, including the Future Flight project and driving the development of hydrogen infrastructure.	Actively working with Government and other organisations	Indirect reductions in carbon emissions	Guide and influence	
FA8	Carbon	Sharing best practice learning with partners	Implement a collaboration programme for sharing best practice learning and discussions with stakeholders to disseminate our journey to net zero with the wider community and provide support to partners in their own journey where possible.	Implement a collaboration programme for sharing best practice learning.	2023	Ongoing annual Business Partner (BP) events to update our BPs on our progress and share learnings.	Collaboration programme to be implemented	Indirect reductions in carbon emissions	Guide and influence	
FA9	Carbon	Further on-site zero-emission buildings	Deliver further zero-emission ancillary buildings across the Airport site based on ongoing learning from the CCRC. This will likely include transitioning heating systems to air/ground heat pumps to reduce reliance on gas.	Create the CRCC to be a demonstrator and a plan to deliver other out-stations in 2023	2027	Additional solar installed in 2025 as part of development works on South Gates, Snow Base, Exec Lounge C and Fire Station.	Total BAL energy consumption of 14,000,000 kWh electricity (3.66 kt CO <sub>2</sub> e) and 3,600,000 kWh (0.66 kt CO <sub>2</sub> e) gas per year <sup>1</sup>	Delivery under review following CCRC project	Control	
FA10	Carbon	Implement processes and procedures for inclusion of low embodied carbon construction material	We will implement policy and review procedures for inclusion of low embodied carbon construction materials in the internal procurement processes and every effort will be taken to utilise local suppliers where practicable.	Updated internal procurement processes.	2023	This is ongoing and factored into our procurement process.	Relates to future construction	Indirect reductions in carbon emissions	Guide and influence	

1 Bristol Airport's 2019 Carbon Footprint.

Table A.1: Emission reduction measures – fixed assets continued

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
FA11	Carbon	Refrigerant loss surveys	More frequent operational surveys will occur to regularly collect data on refrigerant losses beyond the TM44 reporting requirement to enhance carbon foot printing of associated emissions with the view to considering alternative refrigerant types were possible.	TM44 survey every 5 years. Updated information on losses at least every 3 years.	2025	Most recent TM44 survey completed in 2025.	75.5 kg refrigerant charge/0.15 kt CO <sub>2</sub> e per year <sup>1</sup>	Review considering alternative refrigerant types	Control	
FA12	Carbon	Increased energy metering	Installation/replacement of electricity meters on key infrastructure to create a detailed baseline of energy usage.	Install meters by end of 2024	2024	Phase 1 of a metering project for BPs and concessions completed. Phase 2 completed and includes both main supply meters and substations. Substations will be metered for key site loads. Ongoing work to capture data from meters onto the BMS (Building Management System).	Total BAL energy consumption of 14,000,000 kWh electricity (3.66 kt CO <sub>2</sub> e) per year <sup>1</sup>	Produce detailed baseline to assess reductions	Control	
FA13	Carbon	Introduce sustainability league table for tenants in energy, water and waste efficiency	Establish an on-site sustainability league table of tenant resource use, recognising and rewarding best behaviours by 2024 as part of our efforts to guide and influence reductions in direct tenant gas and electricity use.	Reporting of league table on website.	2024	All tenant meters are monitored and logged on our sitewide BMS.	Tenant energy consumption of 3,500,000 kWh electricity (0.89 kt CO <sub>2</sub> e) and 660,000 kWh (0.12 kt CO <sub>2</sub> e) gas per year <sup>2</sup>	Indirect reductions in carbon emissions	Guide and influence	
FA14	Carbon	Reduce tenant gas and electricity use and establish corporate sustainability objectives	Influence our value chain and on-site third parties to enter carbon reduction partnerships through a dedicated Carbon Management Forum. Early initiatives could include removal of natural gas dependency.	Reporting of progress through the Carbon Management Forum.	2024	Decarbonisation works are ongoing. They include: <ul style="list-style-type: none"> <li>Removal of gas supply from ATC tower. Completed Q4 2022. All gas fired hot water to be transitioned to electric by Q4 2023.</li> <li>Western Walkway Gas boilers converted to air source heat pumps by 2025.</li> <li>Terminal main gas boiler replacement for heat pumps planned for 2026.</li> </ul>	Tenant energy consumption of 3,500,000 kWh electricity (0.89 kt CO <sub>2</sub> e) and 660,000 kWh (0.12 kt CO <sub>2</sub> e) gas per year <sup>2</sup>	Indirect reductions in carbon emissions	Guide and influence	
FA15	Carbon	Deliver energy reductions across the airport site	Plan the phased replacement of chillers and boilers across the site with air source heat pumps where feasible. The programme will be determined by the replacement cycle of current assets.	Creation of phased replacement plan in 2024.	2024	The installation of chillers is now due in 2025/26.	Estimate 3,400,000 kWh (0.63 kt CO <sub>2</sub> e) BAL gas consumption for water/space heating (95 % of total) per year <sup>1</sup>	To be reviewed as part of the replacement plan	Control	
FA16	Carbon	Upgrade external lighting	Replace non-LED external car park lighting with LEDs with time/occupancy controls.	Replace by the end of 2024 or when development comes forward.		Project is underway.	Estimate 2,100,000 kWh BAL electricity consumption (0.55 kt CO <sub>2</sub> e) for lighting (15 % of total) per year <sup>1</sup>	LEDs save up to 90 % of energy compared to traditional bulbs	Control	

1 Bristol Airport’s 2019 Carbon Footprint.

2 BAL (2021). Addendum to Environmental Statement, Doc Ref. 43002-WOOD-XX-XX-RP-O-0002\_S3\_1.

**Table A.1: Emission reduction measures – fixed assets continued**

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
FA17	Carbon	Delivery of direct renewable energy supply to meet 25% of demand	We will install renewable generation systems at various points across the Airport to meet the target of 25% direct on-site renewable energy supply by 2025 for our own consumption. NB: This is dependent on securing planning permission for installations where applicable.	Installation of renewables to deliver 25% of electricity supply by the end of 2025.	2025	A 1.6MW solar farm was installed in late 2023. We now have the capacity to generate 22% onsite renewable energy for our own consumption.	Total BAL energy consumption of 14,000,000 kWh electricity (3.66 kt CO <sub>2</sub> e) per year <sup>1</sup>	Scope 2 emissions are reduced to zero (when combined with FA2)	Control	
FA18	Carbon	Delivery of tree planting/re-wilding on- and off-site	Implement local projects for ecological and carbon sequestration, including tree planting on airport land, through strategic partnerships against recognised standards. Sites could potentially be in areas to provide shade and thereby reduce the need for cooling.	The introduction of localised partnership with direct carbon removal attributes by 2025.	2026	Project for local biodiversity opportunities ongoing and to be delivered in 2026 Q4 as part of the biodiversity commitment.	We have already planted 500 trees locally as part of Replant Bristol run by the Forest of Avon Trust	To be determined per project	Control	
FA19	Carbon	Renewable energy use for extensions to the passenger terminal	Under 12 mppa, 15% of the on-going energy requirements for the extensions to the passenger terminal will be generated through renewable or low-carbon technologies.	15% generated through renewable or low-carbon technologies.	2024	Energy harvested from the solar panels on the roofs of the South Gates and Snow Base building will feed into the local high voltage circuit which will in turn power the heat pumps which will be housed in the new energy centre. This will ensure the 15% is achieved.	Estimated 12 mppa terminal extensions energy use of 2,100,000 kWh/0.53 CO <sub>2</sub> e per year <sup>2</sup>	Scope 2 emissions are reduced to zero (when combined with FA2)	Control	
FA20	Carbon	Heating and cooling upgrades to buildings	Review of options for improvements to existing buildings to reduce energy usage (e.g. increase insulation in walls/roof of older buildings, improve airtightness and draught proofing, add solar film for cooling, reducing ambient temperature, providing spot heating for staff) by 2026. This will lead to a subsequent delivery programme.	Review of potential improvements to existing buildings, followed by implementation.	2026	Terminal Setpoint changes completed. Chiller/Boiler control strategy modified. Time schedule and outside hold off control completed.	Estimate 3,200,000 kWh (0.58 kt CO <sub>2</sub> e) BAL gas consumption for space heating (88% of total) per year <sup>1</sup>	Action is to undertake a review	Control	
FA21	Carbon	Upgrade apron floodlights for efficiency improvements	Install remote controls to the apron floodlights from the Airport Control Centre such that the lights are only switched on when needed. Our security system will be upgraded to infrared (IR) CCTV such that lights can be switched off externally and around the apron.	Installation of controls on apron floodlights by 2026.	2029	Project is at design stage and on track to be completed with the runway resurfacing and LED upgrades.	Estimate 2,100,000 kWh BAL electricity consumption (0.55 kt CO <sub>2</sub> e) for lighting (15% of total) per year <sup>1</sup>	Estimated saving of 0.04 kt CO <sub>2</sub> e per year	Control	

1 Bristol Airport’s 2019 Carbon Footprint.

2 BAL (2021). Addendum to Environmental Statement, Doc Ref. 43002-WOOD-XX-XX-RP-O-0002\_S3\_1.

Table A.1: Emission reduction measures – fixed assets continued

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
FA22	Carbon	Installation of LED airfield ground lighting	AGL replacement to LED as part of runway resurface by 2027 dependant on asset condition.	Installation of LED airfield ground lighting.	2029 dependant on asset condition	Ongoing and scoping/planning underway.	Estimate 2,100,000 kWh BAL electricity consumption (0.55 kt CO <sub>2</sub> e) for lighting (15% of total) per year <sup>1</sup>	LEDs save up to 90% of energy compared to traditional bulbs	Control	
FA23	Carbon	New buildings to target a BREEAM standard minimum requirement of "Very Good"	All new buildings (including extensions) required to support the increase to 12 mppa will target a BREEAM standard minimum requirement of "Very Good". Projects will be evaluated for energy efficiency and the cost of implementation of such measures will be understood.	Updated internal processes for major capital project with sustainability criteria and availability of BREEAM reports on our website.	2028	A 'Very Good' design stage BREEAM certificate has been issued. On completion of the extensions, a further BREEAM assessment will be conducted to ensure the build stage is also 'Very Good'.	Relates to future construction	BREEAM "Very Good" delivers average CO <sub>2</sub> savings of 15%	Control	

1 Bristol Airport's 2019 Carbon Footprint.

## Aircraft and Airfield Operations

Table B.2: Emission reduction measures – aircraft and airfield operations

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
AA01	Carbon and air quality	Encourage based airlines to use continuous descent approaches (CDAs)	CDAs will be tracked and actively encouraged through the committees that we use to engage with airlines, such as the Night Time Slot Committee and Flight Operations Safety Committee. Recommendations will continue to be included in policy and procedure documents.	Target of at least 95 % of main customer-based airlines using CDAs. Annual targets will be reviewed and set.	Currently implemented and ongoing	CDAs are now tracked monthly at the Health, Safety and Sustainability Board (compliance) and Flight Operations Safety Committee. 95 % CDA compliance for main airlines in 2025.	Scope 3 approach emissions contribute 28.60 kt CO <sub>2</sub> e per year <sup>1</sup>  Aircraft and ground operations contribute ~60 % of NO <sub>x</sub> on the Airport and ~30 % ~300 m beyond the boundary	CDAs can deliver an estimated 50 % reduction in fuel use and carbon	Guide and influence	
AA02	Carbon	Support long-term policy developments for sustainable flight	We will continue to engage with Sustainable Aviation and other aviation sector groups to drive long-term policy developments for sustainable growth to UK aviation. We will support action in line with the Sustainable Aviation Decarbonisation Roadmap (e.g., supporting initiatives to develop fuel-efficient aircraft or carbon efficient operations).	Collaboration and engaging with industry.	Currently implemented and ongoing	We continue to engage directly with Sustainable Aviation.	Actively working with Sustainable Aviation and other organisations	Indirect reductions in carbon emissions	Guide and influence	
AA03	Carbon and air quality	Work across the aviation sector to push for sustainability metrics within aircraft slot allocation guidelines	We are committed to working across the sector to push for sustainability metrics within local and national aircraft slot allocation rules/guidelines encouraging the take-up of new, more fuel-efficient aircraft into the fleet.	Collaboration and engaging with industry to produce a harmonised approach to green slots.	Currently implemented and ongoing	We continue to engage directly with Government and other organisations.	Actively working with Government and other organisations	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
AA04	Carbon and air quality	Hydrogen South West partnership	Continue to support the Hydrogen South West partnership. We are collaborating to enable businesses and communities to create cross-sectoral partnerships that drive the development of hydrogen infrastructure and technology.	Support the Hydrogen South West partnership.	Currently implemented and ongoing	We continue to engage directly with Hydrogen South West.	Actively working with Hydrogen South West	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	

1 Bristol Airport’s 2019 Carbon Footprint.

Table B.2: Emission reduction measures – aircraft and airfield operations continued

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
AA05	Carbon and air quality	Establish an Aviation Carbon Transition Programme worth £250k in 2021 for enabling scope 3 emissions reduction solutions at Bristol Airport	Continue to offer Bristol Airport as a ‘test bed’ for innovation projects. An ACT Programme worth £250k was established in 2021 to kickstart innovative ways to reduce Scope 3 emissions. This starter fund was open for solution developers to apply for in 2021.	Delivery of external fund and details of projects funded including their outcomes on our website.	Annually up to 2030	In 2025, Bristol Airport has supported 3 projects exploring the role of hydrogen at the airport and one project looking at carbon offset and removal solutions to address residual emissions from 2030 and beyond. More information can be found on our website or in the 2025 Annual Sustainability Report. From 2026, the fund has been reduced to enable full utilisation and to concentrate resources on supporting a smaller number of projects more effectively.	ACT Programme worth £150k in 2026	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
AA06	Carbon and air quality	Implement an electric bus trial on-site	Implement an on-site trial of an airside bus switching to EV. This will be used as a feasibility study on the phasing of zero emission fleet including details on charging specifications, fleet renewals, and coverage. We will implement a hydrogen bus trial to inform our procurement strategy for fleet. This will become the blueprint for zero emissions fleet by 2030.	Include 1 EV bus within our fleet and conduct a feasibility study on future investments.	Implemented in 2022	As of 2025, 47% of the airside fleet buses are EV.	11 buses currently in the airside fleet, with estimated 390,000 litres of total BAL fleet diesel fuel use (1.0 kt CO <sub>2</sub> e) <sup>1</sup>  Aircraft and ground operations contribute ~60% of NO <sub>x</sub> on the Airport and ~30% ~300 m beyond the boundary	Emission-free airside bus operations	Control	
AA07	Carbon and air quality	Single-engine taxiing	We actively encourage single-engine taxiing (where aircraft type and operations allows) through the committees that we use to engage with airlines such as the Flight Operations Safety Committee (FLOPSC), as well as operational procedures. Review applicability at Bristol Airport through data gathering and review. There are limitations on which aircraft can do this, so a specific airport wide target has not been set.	Review application and where feasible, encourage single-engine taxiing.	Ongoing	We continue to utilise internal engagement forums such as FLOPSC, to address airline engagement on operational efficiency measures, including initiatives like single-engine taxiing.	Scope 3 taxiing emissions contribute 33.2 kt CO <sub>2</sub> e per year <sup>1</sup>  Aircraft and ground operations contribute ~60% of NO <sub>x</sub> on the Airport and ~30% ~300 m beyond the boundary	Single-engine taxiing (where possible) can have up to a 50% reduction in fuel use and pollutant emissions. This is not something that is currently tracked but will be encouraged during busier periods when taxi times are longer. Arrival taxi time is tracked – e.g. the average arrival taxi time for Rwy 27 is 2 mins 58 seconds. For certain aircraft, they can only reduce to single engine taxi for arrival after 3.5 minutes from arrival. Therefore, no specific target is set as circumstances will vary.	Guide and influence	

1 Bristol Airport’s 2019 Carbon Footprint.

Table B.2: Emission reduction measures – aircraft and airfield operations continued

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
AAO8	Carbon and air quality	Reduce auxiliary power unit (APU) running times	Review APU running time allowances in operational procedures and reduce to minimum level practicable, engaging with airlines through committees such as the Flight Operations Safety Committee. Further research is required to determine current levels of APU use, which will then determine targets for reductions.	APU running time reduction requirement implemented through operating procedures.	2023	We continue to use internal engagement forums, such as FLOPSC, to reinforce APU usage requirements outlined in our AIP (Aeronautical Information Publication.) and Airside Operational Instructions, ensuring APUs run for the minimum time on stand. Compliance is strong, and stand-specific restrictions for noise are closely managed with airlines. APU run times are recorded and will be reviewed alongside airline data to support ongoing efficiency initiatives.	Scope 3 APU emissions contribute 4.1 kt CO <sub>2</sub> e per year <sup>1</sup>  Aircraft and ground operations contribute ~60% of NO <sub>x</sub> on the Airport and ~30% ~300 m beyond the boundary.	Under review	Guide and influence	
AAO9	Carbon and air quality	Encourage quieter and greener fleets through a league table	A league table will be established in 2023 to measure and record carbon emissions and noise levels from aircraft operators arriving at Bristol Airport. This will encourage and drive airlines to continually engage in improvement. The league table will be developed in the future to include SAF and new technology aircraft.	Production of league table showing movements measured by quota count, published on our website.	2023	Our 2024 - 2025 league table can be found on our website.	Scope 3 cruise and LTO emissions contribute 476 kt CO <sub>2</sub> e per year <sup>1</sup>  Aircraft and ground operations contribute ~60% of NO <sub>x</sub> on the Airport and ~30% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
AAO10	Carbon and air quality	Review of landing charge structure to incentivise fuel efficient aircraft	Review of landing charges and contract renewals where applicable to incentivise more fuel-efficient aircraft based at Bristol Airport.	Complete review	From 2023 annually and/or when contracts are renewed	New agreements signed in 2023 commit individual airlines to increasing the deployment of Boeing 737 MAX and Airbus A320neo-family aircraft over the coming years. Uptake has already improved significantly, with these Max/NEO types now accounting for 50% of based aircraft at the airport, and over 35% of total ATMs.	Scope 3 cruise and LTO emissions contribute 476 kt CO <sub>2</sub> e per year <sup>1</sup>  Aircraft and ground operations contribute ~60% of NO <sub>x</sub> on the Airport and ~30% ~300 m beyond the boundary  Current structure published on the BAL website <sup>3</sup>	Under review. In 2022, 20% of aircraft movements were Max/Neo and considered fuel efficient (excluding general aviation/helicopters). Expected to be 35% in summer 2023, with estimated 5% increase per annum moving forward.	Guide and influence	

1 Bristol Airport’s 2019 Carbon Footprint.

3 <https://www.bristolairport.co.uk/about-us/doing-business-with-us/fees-and-charges>

Table B.2: Emission reduction measures – aircraft and airfield operations continued

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
AAO11	Carbon	Support customer offsetting of flights to/from Bristol Airport via an online platform	Work with airline partners to highlight their processes for customers to offset flight emissions. This will provide details of offsetting provisions provided by flight operators from Bristol Airport, giving the customer choice and increasing transparency around offsetting commitments delivered by airline operators.	Development of website providing customers with details to offset their carbon emissions.	2026	Implementation is targeted for 2026. The Bristol Airport website lists airlines with pre-travel carbon offset programmes.	Scope 3 cruise and LTO emissions contribute 476 kt CO <sub>2</sub> e per year <sup>1</sup>	Indirect reductions in carbon emissions	Guide and influence	
AAO12	Carbon	Add de-icer usage to our carbon footprint	As part of continuous improvement, de-icer usage will be added to our carbon footprint. This will help support efforts to identify actions to reduce usage.	De-icer included in carbon footprint.	2023	Scope 1 and Scope 2 de-icer included in 2022 carbon footprint and beyond.	Completed in 2024	Actions to reduce usage to be reviewed	Control	
AAO13	Carbon	Control the use of de-icer with our Winter Weather Response Plan	Our Winter Weather Response Plan includes details to control the use of de-icer. The Plan sets out conditions for de-icing and governance procedures, to ensure that de-icing occurs only when required.	Review of Winter Weather Response Plan annually.	2023	Scope 1 and Scope 2 de-icer included in 2022 carbon footprint and beyond, which will support review of Winter Weather response.	Completed in 2024	Actions to reduce usage to be reviewed	Control	
AAO14	Carbon and air quality	Reduce vehicle/equipment idling and improve efficiency	Airside staff will be provided with information to encourage them to operate more efficiently and minimise idling of vehicles/equipment. Install tracking on all vehicles we own where possible to reduce idling and improve efficiency of equipment.	Install tracking on all our vehicles where feasible.	Complete review in 2022 and begin implementation in 2023	Data for this is being collected and monitored by Ground Transport at BAL, making changes where necessary.	Estimated 390,000 litres of total BAL fleet diesel fuel use (1.0 kt CO <sub>2</sub> e) <sup>1</sup>  Aircraft and ground operations contribute ~60% of NO <sub>x</sub> on the Airport and ~30% ~300 m beyond the boundary. 2023 – 30 fleet vehicles are tracked (mix of vans and cars, EV and diesel – is collects information on idling times, speeding, braking, cornering, routes, frequency on certain routes).	Vehicle tracking can deliver an estimated 14% reduction in fuel usage	Control	

1 Bristol Airport’s 2019 Carbon Footprint.

Table B.2: Emission reduction measures – aircraft and airfield operations continued

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
AAO15	Carbon and air quality	Airside vehicle and equipment pooling scheme	Review the possible implementation of a pooling scheme for airside vehicles and equipment to reduce fuel usage and support the transition to zero emissions options.	Review implementation of a pooling scheme for airside vehicles and equipment.	2026	This project is currently in the works with implementation in late 2026.	Vehicles and equipment operated by third parties not included within the carbon footprint <sup>1</sup>  Aircraft and ground operations contribute ~60% of NOx on the Airport and ~30% ~300 m beyond the boundary	Under review	Guide and influence	
AAO16	Carbon and air quality	Auxiliary power unit running time surveys	Carry out spot checks to monitor the time taken to shut down the APU after arrival on stand and set targets for shutdown to enable continuous improvement.	Implement APU running surveys.	2024	To be undertaken during turnaround audits in 2026.	Scope 3 APU emissions contribute 4.1 kt CO <sub>2</sub> e per year <sup>1</sup>	Under review	Guide and influence	
AAO17	Carbon and air quality	Support the introduction of low-carbon flights	We will support the introduction of short-haul, low- zero-emission, hybrid flights or electric vertical take-off and landing (eVOLT). We are participating in the Future Flight Challenge, supported by government funding.	Participation in the Future Flight Challenge.	2025	Participation in Future Flight Challenge complete. BRS supported with a virtual test flight from Farnborough to Bristol to understand how vertiports could integrate into an airport environment.	Scope 3 cruise and LTO emissions contribute 476 kt CO <sub>2</sub> e per year <sup>1</sup>  Aircraft and ground operations contribute ~60% of NOx on the Airport and ~30% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
AAO18	Carbon and air quality	Airside vehicle/ equipment ultra-low emission zone	Airside vehicle and equipment fleet will be regularly reviewed to ensure older items are replaced. Increased permit costs will be applied for older and high-polluting vehicles/equipment over time. Review and prepare plan in 2023 for phased removal (subject to consultation). Target implementation of an airside ultra-low emission zone with 100% of vehicles/equipment meeting Euro 6/VI/Stage V emissions standards by the end of 2025 where feasible.	100% of vehicles/ equipment Euro 6/VI/Stage V.	2025	Many BAL airside partners are working towards a fully electric fleet. Within airside operations we have now moved to a fully electric fleet of four vehicles, radically reducing our emissions within the airside environment. Our Energy Efficiency manager is working site-wide on providing electric charging facilities to support this transition.	Estimated 390,000 litres of total BAL fleet diesel fuel use (1.0 kt CO <sub>2</sub> e) <sup>1</sup>  Aircraft and ground operations contribute ~60% of NOx on the Airport and ~30% ~300 m beyond the boundary).  Out of 105 registered road vehicles, 30% are Euro 6. These are vehicles purchased from 2014 onwards.	Euro 6 standard particularly focuses on restricting diesel NOx emissions, with the permitted level of NOx reduced from 0.18 g/km in Euro 5 to 0.08 g/km	Control	

1 Bristol Airport's 2019 Carbon Footprint.

3 <https://www.bristolairport.co.uk/about-us/doing-business-with-us/fees-and-charges>

Table B.2: Emission reduction measures – aircraft and airfield operations continued

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
AAO19	Carbon and air quality	Additional runway entry point	The efficiency of airfield movements will be improved through an additional runway entry point which is expected to reduce waiting times.	Reduced taxi and hold times based on baseline.	2027	Currently working with NATS on airspace change proposals and in the early stages of planning.	Scope 3 cruise and LTO emissions contribute 476 kt CO <sub>2</sub> e per year <sup>1</sup>  Aircraft and ground operations contribute ~60% of NO <sub>x</sub> on the Airport and ~30% ~300 m beyond the boundary)	Analysis carried out by NATS indicates that taxi times on arrival may decrease by around 30% with the 12 mppa layout on easterlies and increase by around 24% on westerlies, with marginal (~3-5%) increases in departure taxi times. The current average waiting time at BRS is 93 seconds (Runway Hold Area Delay). The target is to reduce this time following the creation of the additional runway entry point.	Guide and influence	
AAO20	Carbon	Installation of LED airfield ground lighting	AGL replacement to LED as part of runway resurface by 2027 dependant on asset condition.	Installation of LED airfield ground lighting.	2029 dependent on asset condition	Early stages of planning have been initiated.	Estimate 2,100,000 kWh BAL electricity consumption (0.55 kt CO <sub>2</sub> e) for lighting (15% of total) per year <sup>1</sup>	LEDs save up to 90% of energy compared to traditional bulbs	Control	
AAO21	Carbon	Airspace modernisation	We will conduct airspace modernisation with National Air Traffic Services (NATS) to minimise miles flown from 2027. Airspace modernisation is also expected to reduce hold times and ground delay. This will reduce carbon emissions and noise impacts. The process is currently at the stage 2 gateway.	Completion of airspace modernisation.	2027	Project has advanced with NATS to Stage 3 of 6, the aim of which is to narrow down routes following a consultation process.	Scope 3 LTO emissions contribute 120 kt CO <sub>2</sub> e per year <sup>1</sup>	Current forecasts show that modernising airspace in the UK offers the potential to reduce CO <sub>2</sub> emissions by up to 20% by 2050	Guide and influence	

1 Bristol Airport's 2019 Carbon Footprint.

**Table B.2: Emission reduction measures – aircraft and airfield operations continued**

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
AAO22	Carbon and air quality	Development of new airside power and distribution methods	Building on feasibility studies conducted, where it is deemed feasible, we will develop a new power and distribution site(s) for airside vehicles, GSE and mobile electric ground power units (GPUs) by 2027. We will ensure that use of mobile EGP/GPU is mandatory where provided.	Installation of power and distribution site(s) for airside vehicles, GSE and mobile electric GPUs by 2027.	2027	On schedule.	Vehicles and equipment operated by third parties not included within the carbon footprint <sup>1</sup>  Aircraft and ground operations contribute ~60% of NOx on the Airport and ~30% ~300 m beyond the boundary	Reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
AAO23	Carbon and air quality	Transition to zero emission fleet	We will transition to zero emission (hydrogen/full electric plug-in/alternative fuels) ground fleet vehicles/equipment by 2030. This commitment includes airside buses and support vehicles.	Zero emission ground fleet vehicles/equipment.	2030	On schedule. Our Energy Efficiency manager is working site-wide on providing electric charging facilities to support this transition.	Estimated 390,000 litres of total BAL fleet diesel fuel use (1.0 kt CO <sub>2</sub> e) <sup>1</sup>  Aircraft and ground operations contribute ~60% of NOx on the Airport and ~30% ~300 m beyond the boundary)	Emission-free BAL fleet vehicles	Control	

1 Bristol Airport’s 2019 Carbon Footprint.

## Surface Access

Table C.3: Emission reduction measures – surface access

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
SA1	Carbon and air quality	Construction Environmental Management Plan (CEMP)	Production of a CEMP in accordance with planning condition 7, including a construction traffic management plan with details of the transport routes and vehicle entrance routes into the Airport to be used by contractors' vehicles moving to and from the site (and the appropriate signage thereof) and HGV delivery times.	Production of a CEMP.	Pre-construction	CEMPs have been produced and approved for the 12mppa Silver Zone Extension Phase II Carpark, as well as the extensions to the south and west terminal. CEMPS are continuously monitored and adhered to and help minimise the impact on the local community, environment and users of the Airport.	Relates to future construction	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
SA2	Carbon and air quality	To convene an Airport Transport Forum	We will continue to convene an Airport Transport Forum (ATF), to oversee the development and delivery of the ASAS and its targets.	ATF meeting minutes to be provided to the Airport Consultative Committee.	Ongoing	Held twice a year. Most recently 29 April and 11 Nov 2025.	Actively working with the ATF	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
SA3	Carbon and air quality	Optimise third party deliveries	Encourage those companies operating retail and catering concessions at the Airport to optimise the transport and logistics for deliveries of goods to the Airport.	Considered as part of the ASAS.	2023	Timeslot sequencing around the clock has been introduced to improve delivery efficiencies. All new catering contracts have a clause around optimising transport and logistics of deliveries.	Supply chain not included within the carbon footprint <sup>1</sup> Road traffic contributes ~20% of NOx on the Airport and ~50% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
SA4	Carbon and air quality	Provide a replacement Airport Surface Access Strategy (ASAS)	The enhancements contained in the ASAS would include bus service improvements, a public transport improvement fund, publicity, interchange improvements, integration of services, parking management and pricing controls. The ASAS will apply a 'transport mode hierarchy', recognising the environmental impacts of different transport modes. The exact scope of the measures contained in the ASAS would be determined in consultation with a Surface Access Steering Group.	Measurement will be contained in ASAS	2025	Replacement ASAS published in 2024 following consultation with stakeholders and Bristol Airport Transport Forum.	Current ASAS Staff surface access emissions are 8.12 kt CO <sub>2</sub> e and passenger surface access emissions are 109.05 kt CO <sub>2</sub> e per year <sup>1</sup> Road traffic contributes ~20% of NOx on the Airport and ~50% ~300 m beyond the boundary	Exact scope of all measures to be determined within the revised ASAS to inform potential emissions reductions	Guide and influence	

1 Bristol Airport's 2019 Carbon Footprint.

Table C.3: Emission reduction measures – surface access contiuened

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
SA5	Air quality	Air quality monitoring reporting	Air quality monitoring to continue around the Airport and be reported on a quarterly basis alongside other key metrics (e.g. flights, passenger numbers, quota count).	Continued reporting of air quality monitoring data in Annual Monitoring Report	2023	Air quality continues to be monitored and reported on in the Annual Monitoring Report.	No exceedances of the AQOs surrounding the Airport for NO <sub>2</sub> and PM <sub>10</sub>	Maintaining/ improving air quality	Control	
SA6	Air quality	Additional air quality monitoring locations	We will install a second continuous air quality monitoring station at the Airport to monitor NO <sub>x</sub> , NO <sub>2</sub> , PM <sub>10</sub> and PM <sub>2.5</sub> and expand diffusion tube monitoring for NO <sub>2</sub> to 16 sites.	Installation of additional Air Quality Monitor.	2023	Installation delayed due to connectivity and operational issues. Air Quality monitor installed and data collection to start from 2026.	No exceedances of the AQOs surrounding the Airport for NO <sub>2</sub> and PM <sub>10</sub>	Maintaining/ improving air quality	Control	
SA7	Carbon and air quality	Passenger and staff travel surveys	Passenger and staff travel surveys will be undertaken every year to gain a better understanding of origins and mode choices (alongside CAA data) so that public transport options and charging infrastructure is planned accordingly.	Completion of annual surveys and achievement of targets for transport modes.	2023	Passenger surveys conducted quarterly, and annual Staff Travel Survey conducted in September-October 2025.	Staff surface access emissions are 8.12 kt CO <sub>2</sub> e and passenger surface access emissions are 109.05 kt CO <sub>2</sub> e per year <sup>1</sup>  Road traffic contributes ~20% of NO <sub>x</sub> on the Airport and ~50% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/ improving air quality	Guide and influence	
SA8	Carbon and air quality	Encourage EV usage for travel to the Airport	Assess ways in which EV usage can be encouraged (e.g. preferential parking spaces for EVs, EV charging valet service), improved filling facilities and infrastructure.	Considered as part of the ASAS.	2030	Rapid charging hub planned for 2026.  EVCPs planned for MSCP2 in 2026.  EVCPs installed in Car Rental Centre to increase adoption of EVs as rental cars.	Staff surface access emissions are 8.12 kt CO <sub>2</sub> e and passenger surface access emissions are 109.05 kt CO <sub>2</sub> e per year <sup>1</sup>  Road traffic contributes ~20% of NO <sub>x</sub> on the Airport and ~50% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/ improving air quality	Guide and influence	

1 Bristol Airport’s 2019 Carbon Footprint.

Table C.3: Emission reduction measures – surface access contiuend

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
SA9	Carbon and air quality	Annual sustainable transport marketing programme	Undertake an annual marketing programme to raise awareness of, and promote, all sustainable modes of transport at the Airport including the development of the Bristol Airport website to enable customers to make a comparison between all journey options by different modes (including parking and public transport) and pricing during, or to inform, their booking.	Annual marketing programme.	2023	In 2025, BAL worked alongside First Bus and Great Western Railway to deliver marketing campaigns promoting public transport options to Bristol Airport.	Passenger surface access emissions are 109.05 kt CO <sub>2</sub> e per year <sup>1</sup>  Road traffic contributes ~20% of NO <sub>x</sub> on the Airport and ~50% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
SA10	Carbon and air quality	Optimise construction deliveries	Policy and procurement requirements for development projects will include the requirement to optimise transport and logistics of materials brought to site for construction processes.	Updated internal procurement processes.	2023	Procurement policy has been updated to ensure sustainable and environmental considerations during the procurement lifecycle in line with our company targets or roadmap to net zero.	Supply chain not included within the carbon footprint <sup>1</sup>  Road traffic contributes ~20% of NO <sub>x</sub> on the Airport and ~50% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
SA11	Carbon and air quality	Delivery of a Workplace Travel Plan in line with surface access targets	Low-carbon alternatives such as carsharing, a cycle to work scheme and the introduction of an employee travel scheme, including a new travelcard package by 2025, will be incorporated into the plan.	Achieve a 30% share of staff travel by non-single occupant vehicle modes such as car share, public transport, motorcycle, walking and cycling. This will be recorded in staff travel surveys. Staff survey methodology to be agreed and provided as part of the 12mppa planning permission.	2030	Ongoing support and initiatives to encourage staff public transport usage and other low-carbon travel alternatives. Tracking at 29% in 2025.	Staff surface access emissions are 8.12 kt CO <sub>2</sub> e per year <sup>1</sup>  Road traffic contributes ~20% of NO <sub>x</sub> on the Airport and ~50% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
SA12	Carbon and air quality	EV salary sacrifice scheme	The salary sacrifice scheme covering bikes/E-bikes will be expanded to include EVs for Bristol Airport Ltd employees.	Expand salary sacrifice scheme to Bristol Airport Ltd employees. Octopus Energy EV salary sacrifice commencing in April – will be available to approximately 300 BRS employees.	2023	Complete. Scheme introduced in 2022.	Staff surface access emissions are 8.12 kt CO <sub>2</sub> e per year <sup>1</sup>  Road traffic contributes ~20% of NO <sub>x</sub> on the Airport and ~50% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	

1 Bristol Airport’s 2019 Carbon Footprint.

Table C.3: Emission reduction measures – surface access contiuened

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
SA13	Carbon and air quality	Installation of EV charging infrastructure	Deliver a scheme for the installation of rapid EV charging points at the Airport. We intend to develop an EV charging hub, subject to planning approval. This will be designed for passenger and employee use. In accordance with planning condition 11, the number and locations of the charging points and timetable for their installation is subject to approval by NSC.	Delivery of EV charging hub.	2026	Planned for 2026.	Staff surface access emissions are 8.12 kt CO <sub>2</sub> e and passenger surface access emissions are 109.05 kt CO <sub>2</sub> e per year <sup>1</sup>  Road traffic contributes ~20% of NO <sub>x</sub> on the Airport and ~50% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
SA14	Carbon and air quality	Airport access improvements	Main gate entrance enhancements to airfield allowing improved access for essential services.	Delivery of access improvements.	2024	Works to main gate completed in 2025.	Estimated 390,000 litres of total BAL fleet diesel fuel use (1.0 kt CO <sub>2</sub> e)  Vehicles and equipment operated by third parties not included within the carbon footprint <sup>1</sup>	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
SA15	Carbon and air quality	Local road network improvements	Improvements to the local road network will be made to reduce queuing on local roads, particularly the A38.	Support delivery of local road network improvements undertaken by North Somerset Council.	2028	A38 junction works to start in 2026, with expected completion in 2027.	Staff surface access emissions are 8.12 kt CO <sub>2</sub> e and passenger surface access emissions are 109.05 kt CO <sub>2</sub> e per year <sup>1</sup>  Road traffic contributes ~20% of NO <sub>x</sub> on the Airport and ~50% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/improving air quality	Guide and influence	

1 Bristol Airport’s 2019 Carbon Footprint.

Table C.3: Emission reduction measures – surface access contiuend

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
SA16	Carbon and air quality	Disincentivise high-carbon employee vehicles	Needs-based allocation of staff car parking will be implemented from 2025. Additionally, parking charges will be reviewed to incentivise public transport and EV use.	Increase the percentage of staff travelling by sustainable modes of transport including car sharing to 30% by 2030. This will be recorded in staff travel surveys	2028 (implementation of needs-based allocation of staff parking)	The management of staff travel and car parking in line with the ASAS is in progress.	Staff surface access emissions are 8.12 kt CO <sub>2</sub> e per year <sup>1</sup>  Road traffic contributes ~20% of NOx on the Airport and ~50% ~300 m beyond the boundary	Reductions in carbon emissions and maintaining/improving air quality	Guide and influence	
SA17	Carbon and air quality	EV taxi fleet	Phased introduction of EVs into our contracted taxi fleet and encourage the use of lower emission vehicles amongst other taxi operators. Initial target within the contracted taxi fleet of 75% of vehicles to be fully electric or hybrid, transitioning to 100% by 12 mppa. Taxi contracts have been updated to reflect the requirement for the introduction of EVs. Onsite EV charging will be provided as part of the EV strategy.	100% of Bristol Airport Limited Contracted taxi vehicles to be fully electric or hybrid.	2030	New taxi concession partner Zoom Cars contract at Bristol Airport started in February 2026. Contractual terms of the taxi concession are aligned with ECCAP commitments for electrification of taxi fleet.	Vehicles and equipment operated by third parties not included within the carbon footprint <sup>1</sup>  Road traffic contributes ~20% of NOx on the Airport and ~50% ~300 m beyond the boundary	Indirect reductions in carbon emissions and maintaining/improving air quality	Control	
SA18	Carbon and air quality	Improve and encourage the use of public transport links through the Public Transport Improvement Fund	We have committed to encouraging the use of public transport and increasing modal splits of passengers and employees travelling to the Airport by public transport. These targets are dependent on the passenger capacity at the Airport. There is a commitment to achieve a +2.5% increase in passengers travelling by public transport from 10 mppa to 12 mppa. This will be achieved through measures such as improved ticketing, real-time travel information and the Public Transport Interchange.	Increase the percentage of passengers travelling by public transport by +2.5% as passenger throughput grows from 10 mppa to 12 mppa. This will be measured within CAA data.	2030	Public transport modal share (PTMS) was re-baselined to 17.6% at 10mppa, when measured using CAA survey data, as agreed with NSC. The target for 12mppa has therefore been set at 20.1%. In 2025, the passenger PTMS at the Airport was 19.8%. The Public Transport Improvement Fund has financially supported a range of projects, such as new real-time information screens in the PTI, public transport marketing campaigns and the launch of the National Express' 100 coach service.	Staff surface access emissions are 8.12 kt CO <sub>2</sub> e and passenger surface access emissions are 109.05 kt CO <sub>2</sub> e per year <sup>1</sup>  Road traffic contributes ~20% of NOx on the Airport and ~50% ~300 m beyond the boundary	Reductions in carbon emissions and maintaining/improving air quality	Guide and influence	

1 Bristol Airport's 2019 Carbon Footprint.

**Table C.3: Emission reduction measures – surface access contiuned**

Reference	Relevance	Measure	Description	Deliverable	Target date	Progress to date	Baseline	Reduction	Control	Hierarchy
SA19	Carbon and air quality	Transition to zero emission fleet	We will transition to zero emission (hydrogen/full electric plug-in/ alternative fuels) ground fleet vehicles by 2030. This commitment includes landside buses and the Airport Flyer services. We are investigating the feasibility of delivering hydrogen or EV buses landside. By 2027 a trial period will be completed with a phased transition planned beyond this. On-site infrastructure will be provided as required.	Zero emission fleet landside. 2022 – BAL has 15 fully electric vehicles supplied to 8 internal departments at Bristol Airport including 1 fully electric landside bus which transports passengers on the Apron. No Airport Flyer buses are electric at present.	2030	6 new EV buses to come into service at BAL across landside and airside in 2026. 2 new EV buses to come into service on Airport Flyer routes in 2026.	Estimated 390,000 litres of total BAL fleet diesel fuel use (1.0 kt CO <sub>2</sub> e) <sup>1</sup> Road traffic contributes ~20% of NOx on the Airport and ~50% ~300 m beyond the boundary	Emission-free BAL fleet vehicles	Control	

1 Bristol Airport’s 2019 Carbon Footprint.

# Appendix B – Air Quality Monitoring Results

Continuous air quality monitoring results for ambient concentrations of nitrogen dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>) are shown in **Table B1**. **Table B2** analyses the 2025 results against National Air Quality Strategy (NAQS) and s106 objectives. No exceedances of the Air Quality Objectives (AQOs) have been recorded in the last seven years and there has been a notable reduction in pollutant concentrations across the site since 2019, excluding years impacted by the COVID-19 pandemic that show reduced NO<sub>2</sub> levels due to significantly reduced airport activity. The rise in NO<sub>2</sub> and PM<sub>10</sub> levels between 2023 and 2025 is linked to increased passenger numbers, and the resulting higher vehicle activity and increased flight operations at Bristol Airport. However, levels are closely monitored and remain within regulatory limits. To support cleaner air, we have transitioned the Airport bus fleet from diesel to hydrotreated vegetable oil (HVO) and electric vehicle (EV) engines, which has helped to maintain air quality levels significantly below 2019 figures.

**Table B1: Continuous air quality monitoring results**

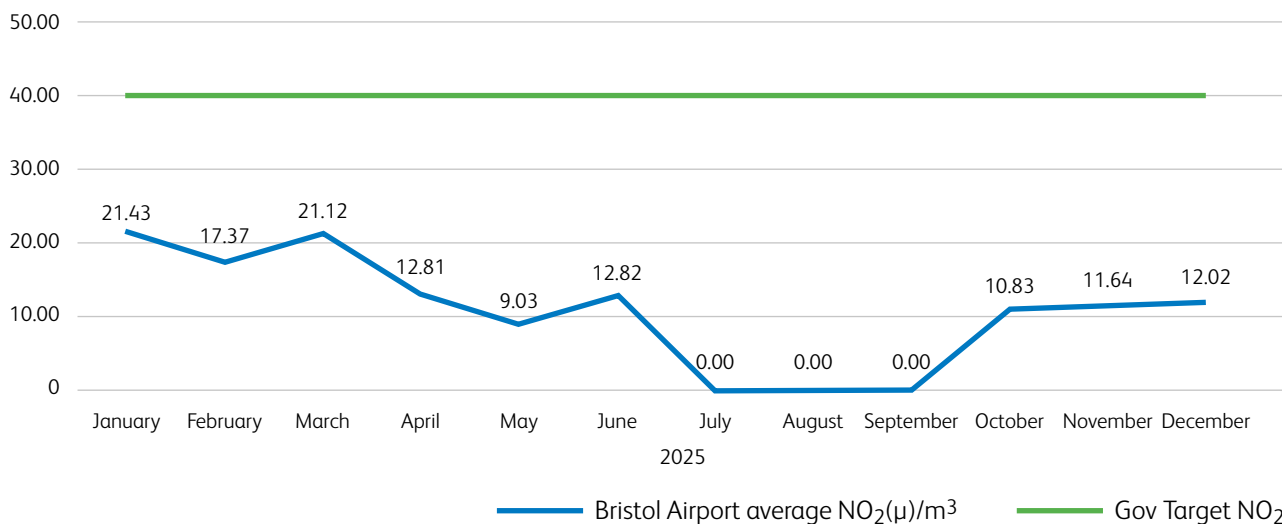
Pollutant	Recorded annual mean (µg/m <sup>3</sup> ) (NO <sub>2</sub> - hourly means > 200µg/m <sup>3</sup> ; PM <sub>10</sub> - daily means > 50µg/m <sup>3</sup> )						
	2019	2020	2021	2022	2023	2024	2025
NO <sub>2</sub>	17	–	8	12.7	12.6	12.1	14.57
PM <sub>10</sub>	17.7	–	15.5	14.7	14.3	13.9	17.49

**Table B2: Analysis of continuous air quality monitoring data against NAQS and s106 requirements**

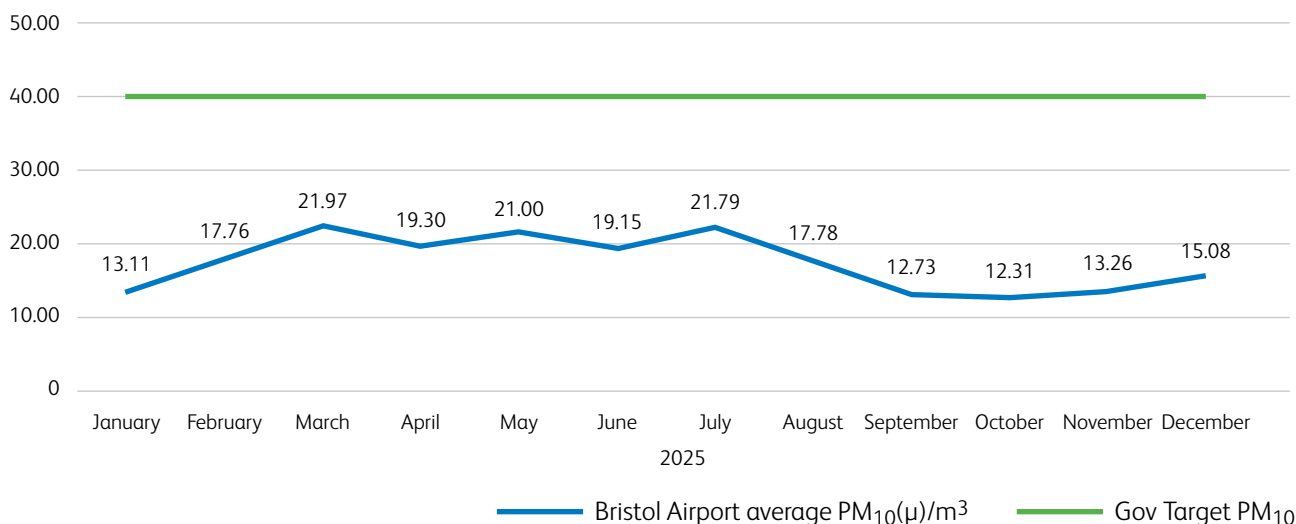
Pollutant	Recorded annual mean (µg/m <sup>3</sup> )	NO <sub>2</sub> Hourly Means > 200µg/m <sup>3</sup> PM <sub>10</sub> - Daily Means > 50µg/m <sup>3</sup>	NAQS Compliant	Annual Mean <90%	Significant Deterioration
NO <sub>2</sub>	14.57	0	Yes	Yes	No
PM <sub>10</sub>	17.49	0	Yes	Yes	No

Monthly ambient concentrations of NO<sub>2</sub> and PM<sub>10</sub> recorded by real time monitoring are shown in **Figure B1** and **Figure B2** below. Note that the 'Gov Target' for both NO<sub>2</sub> and PM<sub>10</sub> is the mean limit set in the NAQS Objectives.

**Figure B1: Nitrogen Dioxide (NO<sub>2</sub>) monthly average concentrations recorded by real time monitoring in 2025**



**Figure B2: Particulate Matter (PM<sub>10</sub>) monthly average concentrations for real time monitoring in 2025**



Between the months of July to August, the Airport was waiting for the air conditioning (AC) unit in the air quality monitoring enclosure to be replaced due to its failure and the NO<sub>x</sub> analyser was overheating. The NO<sub>x</sub> analyser was switched off to prevent significant damage to it as a result of this overheating.

NO<sub>2</sub> concentrations recorded by diffusion tube monitoring are shown in **Table B3** and **Table B4** below. The location of the diffusion tubes are shown in **Figure B3** below. No exceedances of the AQOs have been recorded in the last six years.

**Table B3: Historical diffusion tube monitoring results**

Monitoring location	Recorded annual mean (µg/m <sup>3</sup> )						
	2019	2020	2021	2022	2023	2024	2025
1	31	–	12	16	16	16	14
2	34	–	17	29	29	29	30
3	11	–	8	10	10	10	9
4	13	–	8	11	17	17	11
5	33	–	12	22	21	21	19
6	20	–	12	16	14	14	18
7	23	–	11	17	16	16	16
8	36	–	14	24	29	29	15
9	21	–	11	15	10	10	16
10	–	–	–	–	–	15	27
11	–	–	–	–	–	20	14
12	–	–	–	–	–	13	–
13	–	–	–	–	–	16	–
14	–	–	–	–	–	17	–
15	–	–	–	–	–	13	–
16	–	–	–	–	–	20	–

\*Missing data from locations 12-16 in 2025 due to operational issues. Governance and methodology have been strengthened, and reporting will recommence from the 2026 reporting year under a revised approach.

Table B4: Diffusion tube monitoring results for 2025

Monitoring Location	Recorded annual mean ( $\mu\text{g}/\text{m}^3$ )	NAQS Compliant	Annual Mean <90%	Significant Deterioration
1	14	Yes	Yes	No
2	30	Yes	Yes	No
3	9	Yes	Yes	No
4	11	Yes	Yes	No
5	19	Yes	Yes	No
6	18	Yes	Yes	No
7	16	Yes	Yes	No
8	15	Yes	Yes	No
9	16	Yes	Yes	No
10	27	N/A	N/A	N/A
11	14	N/A	N/A	N/A
12	N/A	N/A	N/A	N/A
13	N/A	N/A	N/A	N/A
14	N/A	N/A	N/A	N/A
15	N/A	N/A	N/A	N/A
16	N/A	N/A	N/A	N/A

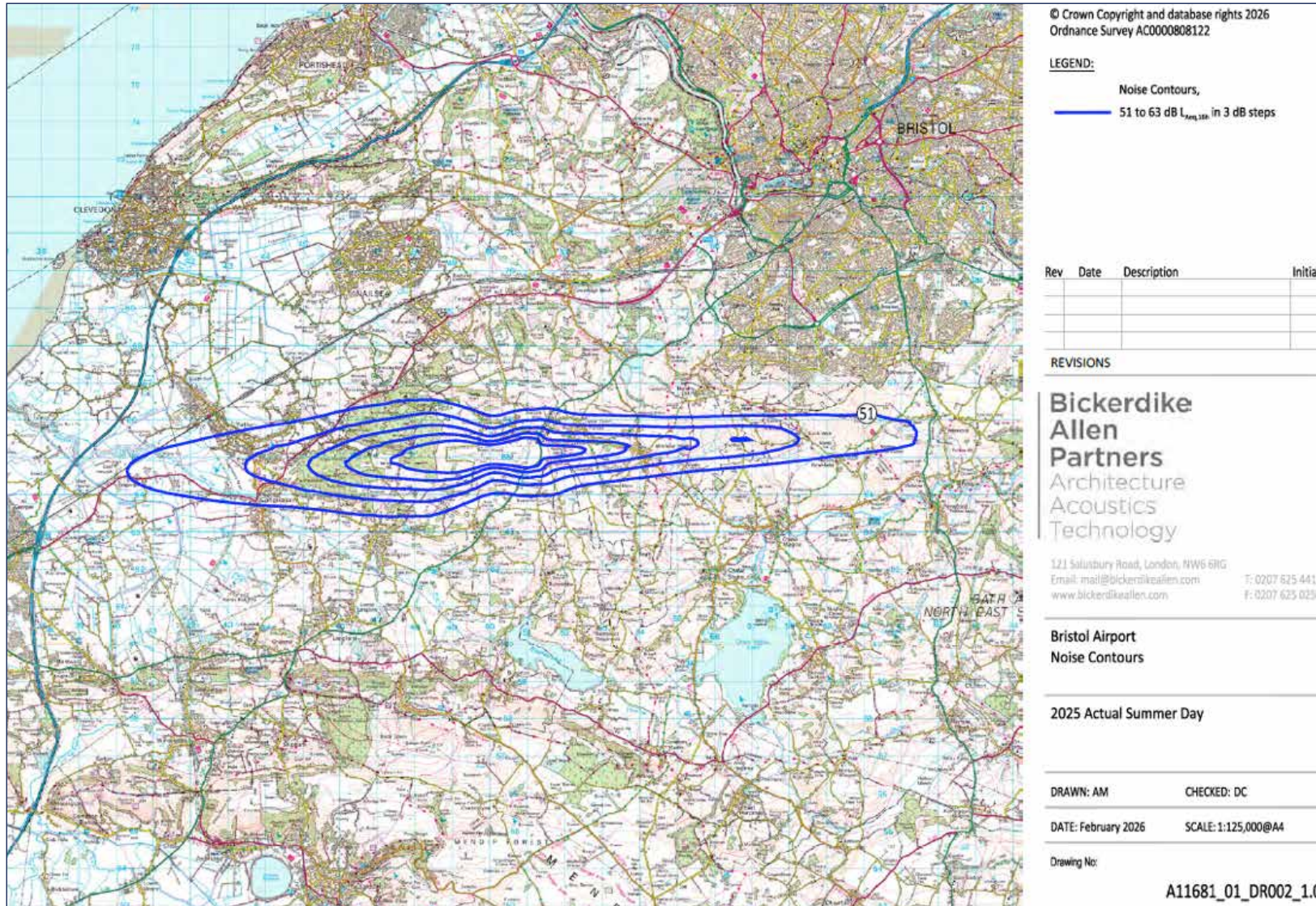
Figure B3: Revised map showing 16 diffusion tube locations



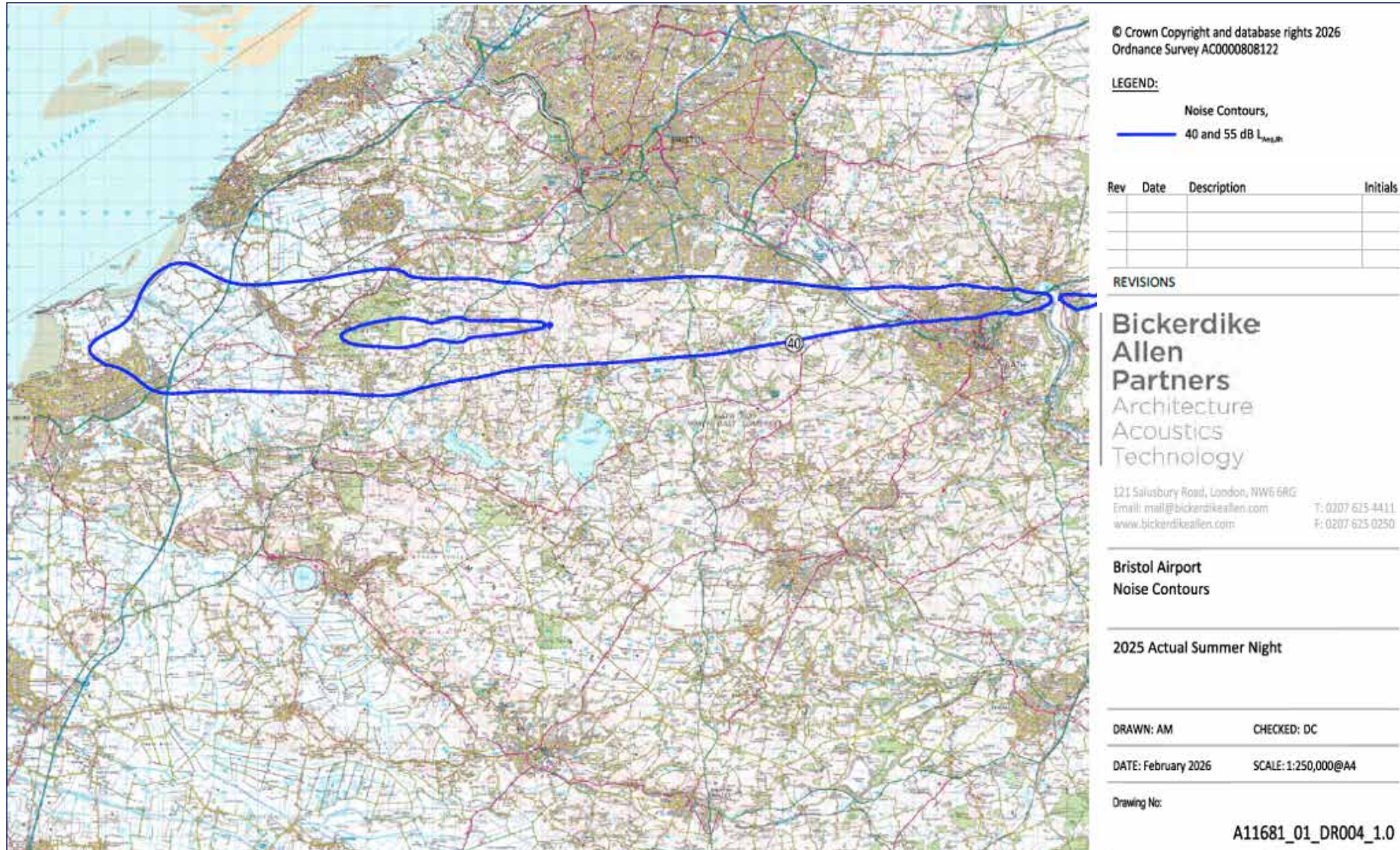
- Diffusion tube locations
- Continuous AQ monitors ( $\text{NO}_2$ ,  $\text{PM}_{10}$ ,  $\text{PM}_{2.5}$ ) and co-located diffusion tubes ( $\text{NO}_2$ )

# Appendix C – Noise Contours

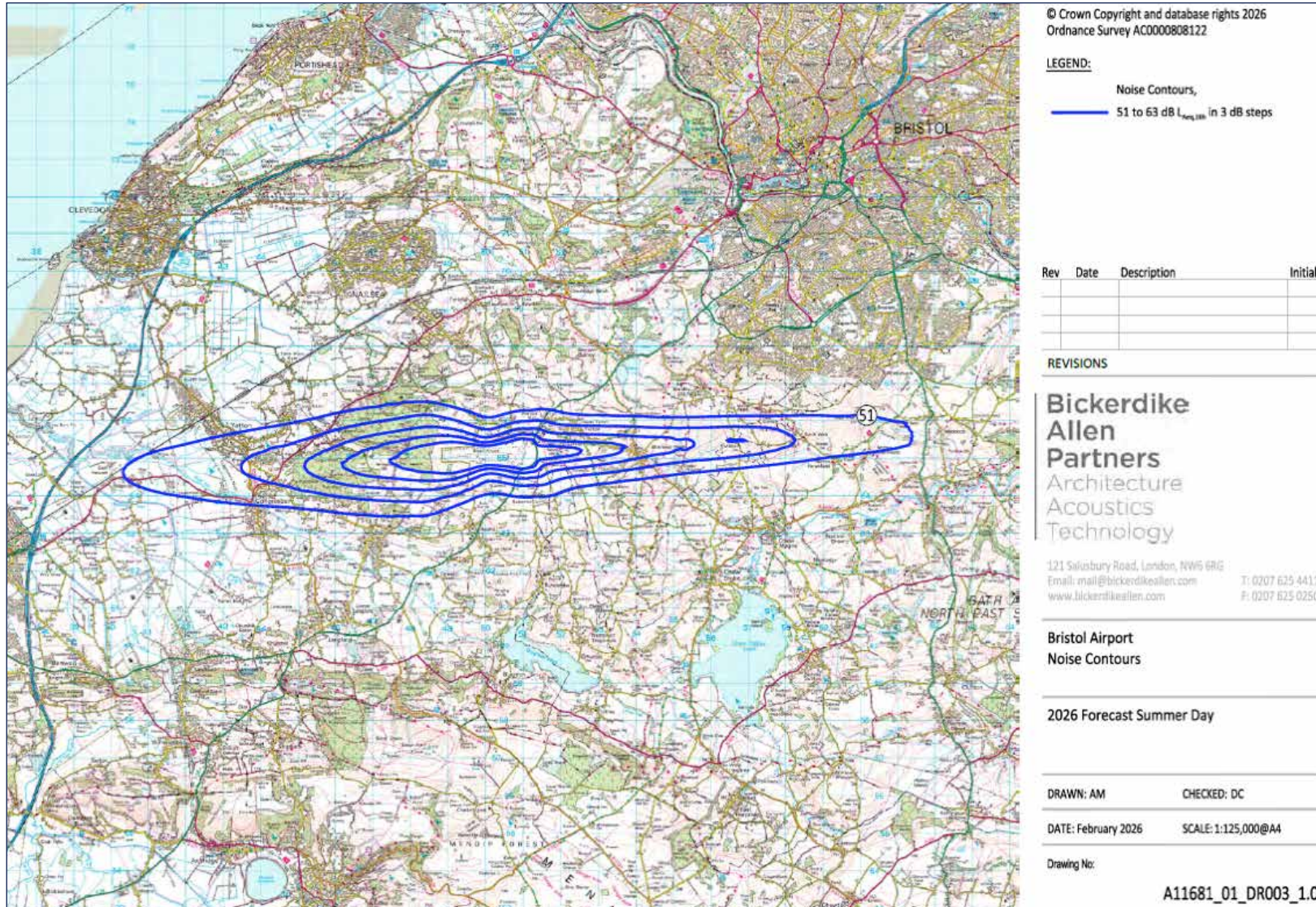
## 2025 Actual Summer Day Noise Contours



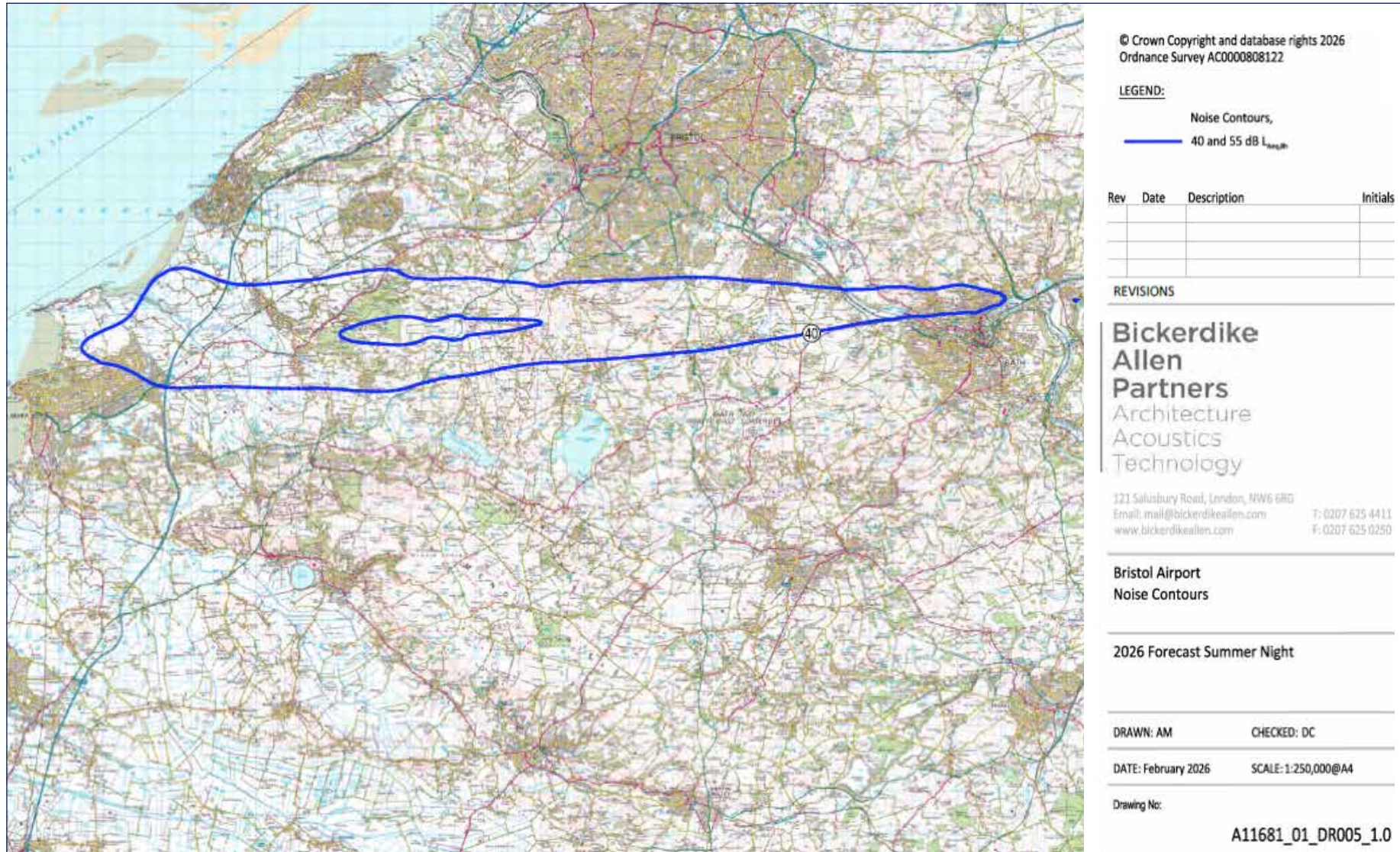
# 2025 Actual Summer Night Noise Contours



# 2026 Forecast Summer Day Noise Contours



# 2026 Forecast Summer Night Noise Contours



# Appendix D – Noise Action Plan

Bristol Airport’s current Noise Action Plan covers the period 2024 to 2029 and is accessible on the Bristol Airport website [here](#). Actions and their coupled key performance indicators (KPIs) from the Noise Action Plan are set out in **Table D1** for ‘Completed Actions’ and **Table D2** for ‘In Progress’ or ‘Ongoing Actions’ below, and include comments about progress made on each action over the period of December 2024 to December 2025.

To aid this review of progress, the below tables highlight progress in a simple Red, Amber, Green (or RAG) status. Red indicates an action which has not been completed, Yellow for an action which is ongoing, and Green denoting an action which has been completed.

**Table D1: Completed Actions from the Noise Action Plan 2024-2029**

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
<b>Actions to manage and reduce the effects of noise from aircraft on the ground</b>		
We will ensure that ground equipment is well maintained and provide facilities to support the use of electric vehicles on the aircraft parking apron.	All ground equipment in use on the airfield is subject to an annual ‘MOT type’ inspection by the Bristol Airport Motor Transport team. Provision has been made on the Western Walkway for electric vehicle charging. Charging points are also available on the Eastern Apron. The majority of the equipment associated with the baggage handling operation is electric powered.	Completed
We will review the feasibility of installing fixed electrical ground power (FEGP) to selected existing stands.	Provision has been made for the installation of fixed electrical ground power on stands 1 to 5 in conjunction with the Central Walkway project. FEGP has been installed on the recently constructed new stands on the Western Apron and will be installed on all future new stands in accordance with the planning conditions attached to the 2011 planning permission.	Completed

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
We will undertake and complete a feasibility study for the further installation of FEGP provision to service stands which currently rely on MGPU use by December 2020.	Bristol Airport successfully completed an electric turnaround trial in 2022 for 6 months. Review complete and no further FEGP planned at this time.	Completed
We will review the Bristol Airport Ground Noise Management Strategy prepared in 2012 in 2019.	This has been achieved. The review of the Ground Noise Study was completed as part of the Airport's Planning Application. The main revision was the ability to provide FEGP to the East Stands in 2019.	Completed
We will review procedures for managing the ground running of aircraft engines and the use of aircraft auxiliary power units.	Procedures revised, published and now incorporated into the Ground Noise Management Strategy (2011). KPI's relating to ground engine running are incorporated into the Annual Monitoring Report. These will be reviewed annually.	Completed
Implement the Bristol Airport Ground Noise Management Strategy prepared in 2012 in compliance with the planning obligation in the Section 106 Agreement dated 16 February 2011. This includes the actions described above and in addition covers the installation of noise attenuation buildings and screens.	Installation of noise attenuation buildings and screens complete. East Apron works complete.	Completed
Endeavour to minimise the noise from ancillary activities, such as reversing alarms and activities within the car parks within close proximity to residential areas.	Relevant staff have been made aware of this requirement.	Further to employees being made aware of this requirement, a curfew was imposed on construction activity in the Multi-Storey Car Park, as part of a dedicated construction environmental management plan (CEMP) for these works. The construction work has since been completed and therefore no further actions are required.
<b>Actions to manage and reduce the effects of noise from airborne aircraft</b>		
Incentivise airlines to use the most modern and quiet aircraft by imposing a surcharge on Chapter 3 high aircraft.	The Bristol Airport Fees and Charges include a 50% surcharge for Chapter 3 aircraft. No Chapter 3 high aircraft are currently operating at Bristol Airport.	Completed

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
We will consult with the airlines regarding the introduction of a penalty system for flagrant disregard of noise preferential routes and introduce the agreed penalty system.	This was introduced in 2012 as part of the Noise Control Scheme.	Completed
We will ensure that adherence to the night noise quota system is maintained and report night quota usage and night movements on a seasonal basis to the Airport Consultative Committee and North Somerset Council.	Ongoing. Night flying activity is in full compliance with the refreshed restrictions on night flying in the 2011 planning permission.	Completed
We will promote adherence to the Arrivals Code of Practice issued by the Department for Transport relating to continuous descent approaches. We will investigate and adopt, where appropriate, the best practice guide for environmentally optimum departure procedures under preparation by Sustainable Aviation.		Completed
The Airport will provide localised guidance to continuous descent approaches (CDAs) and will issue to airlines by 2020.	This has been made clear within the updated Aeronautical Information Publication (AIP) for Bristol Airport available online within a specific section for Noise Abatement Controls. The Airport will also produce a localised booklet to pilots during the life of this iteration of the Noise Action Plan.	Completed
We will work with Bristol City Council, its neighbouring authorities and Defra to protect quiet areas within the Bristol agglomeration, as far as practicably possible, from noise from aircraft using Bristol Airport.	No quiet areas have been identified within the Bristol agglomeration. The implementation of Area Navigation approaches (RNAV) from the south is expected to result in an increase in the average height of aircraft flying over the Mendip Hills AONB.	Completed
We will liaise with NATS to ensure that consideration of noise effects from aircraft using Bristol Airport is considered in proposals for airspace redesign.	Ongoing. The RNAV proposal has been prepared in conjunction with NATS.	The implementation of RNAV approaches from the south has been completed in conjunction with NATS.

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
<p>We will monitor the implementation of RNAV approaches from the south and explore opportunities for implementing similar techniques from the north in the longer term. This is likely to involve a complex change to airspace which may not be achievable in the short term.</p>	<p>Ongoing.</p>	<p>The implementation of RNAV approaches from the south has been completed.</p>
<p>We will assess the mechanics of the Penalties Scheme and update, where applicable, in line with latest guidance and best practice in 2019. Reviews of the application of the scheme and if required alterations applied, every two years thereafter.</p>	<p>The mechanics of the Penalties Scheme using daytime and nighttime Lmax levels continues to be best practice as emulated by other airports. This will be reviewed as further guidance provided by industry bodies to highlight best practice in this area as and when available.</p>	<p>No further update – Completed (monitoring of any changes will continue).</p>
<p>By 2021, the Airport will review the aeronautical fee differentials based on aircraft noise certification to further enhance incentives for quieter aircraft to operate from Bristol Airport. The resulting findings and actions will be published within our Annual Monitoring Report for the year 2021.</p>	<p>This is pending due to the impact of COVID19 on the industry.</p>	<p>The Airport's fees and charges document is reviewed on an annual basis and includes charges relating to the noise certification of aircraft. This document can be found on the Bristol Airport website.</p>
<p>We will consult with airlines on the introduction and implementation of a departures noise limit at the runway 27 and 09 departures noise monitors and a penalty for infringement of the noise limit. The penalty system will be reviewed every two years to ensure that it continues to provide a strong financial incentive for airlines to use the quietest aircraft.</p>	<p>The penalty system was introduced through the noise control scheme put in place in 2012. Details of penalties levied will be reported annually in the Annual Monitoring Report. Penalty system review has been carried out and changes implemented with revised penalty charges.</p>	<p>The number of penalties levied continue to be reported in the Bristol Airport Annual Monitoring Report.</p>

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
<p>We will review approach and departures procedures with a view to identifying measures to reduce noise impacts through flight path management on an annual basis with ATC and the airlines. We will report progress on an annual basis to the Airport Consultative Committee and make the information publicly available on the Bristol Airport website.</p>	<p>We have been working with the airlines through the Bristol Airport Flight Operations Safety Committee to promote the use of continuous descent approaches (CDAs) and other operational improvements. League table is still operating and analyses the 4 major airlines (TUI, Ryanair, easyJet and Jet2) CDA performance in depth and all other airlines as total CDA %. 2022 CDA performance for major airlines was 94% and all airlines was 84%. Sustainable Aviation suggest a target of 80%, which we exceed for all airlines. CDA performance is included in the Annual Monitoring Report.</p>	<p>The implementation of RNAV approaches from the south has been completed. CDA performance continues to report to the Airport Consultative Committee and is detailed within our Annual Monitoring Report.</p>
<p><b>Measures to mitigate the effects of aircraft noise</b></p>		
<p>We will engage with North Somerset Council to ensure that awareness of aircraft operations is considered in the preparation of local planning policy as set out in the Local Development Framework/Local Plan.</p>	<p>Draft policies concerned with airport safeguarding are incorporated in the North Somerset Council Replacement Local Plan and the Consultation Draft Sites and Policies Development Plan Document.</p>	<p>Completed</p>
<p>The 2011 planning permission introduced a new requirement to monitor the footprint of the 63dB <math>L_{Aeq,16h}</math> noise contour in relation to the area of previous A38 Diversion noise insulation grant scheme and provide grants for noise insulation to any properties within this contour that did not previously qualify for noise insulation. The Section 106 Agreement also establishes an Airport Environmental Improvement Fund, one of the purposes of which is to fund noise mitigation measures. We are implementing a programme of noise insulation for local residents through this fund.</p>		<p>Completed</p>
<p>In 2019, will be updating our noise insulation scheme guidance to allow for two opportunities to apply and enhancements to treatments it can cover.</p>		<p>Completed</p>

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
In association with a successful planning application the quota count system will be reviewed.	Complete. The Quota Count system was reviewed and new system in place for 2022 planning permission.	Completed
Through our partnership with Sustainable Aviation we shall continue to seek technological and operational improvements towards the ACARE (Advisory Council for Aeronautics Research in Europe) goal of 50% reduction in perceived external noise by 2020 based on new aircraft relative to equivalent aircraft of 2000. We will monitor ongoing research into the effects of noise on health.	The ACARE provides strategic, technical, and institutional guidance to the European Commission, Member States and its stakeholders. In their 2001 document 'A Vision for 2020', ACARE set numerous goals for the sector, including "a reduction in perceived noise to one half of current average levels." The newest aircraft on the market have, on average, a noise footprint that is 30-50% that of the aircraft they are replacing thanks to new engine and airframe design and technology. Additional reductions in noise are delivered through Continuous Descent Approaches and other operational changes.	Completed
<b>Arrangements for monitoring aircraft noise</b>		
In 2019 we will review our current noise and track keeping system and upgrade where necessary.		Completed
By 2020, we will introduce a new interactive online tracker tool presenting, with a minimal delay where possible, of live information to aid members of the public to understand the proximity of aircraft to their location and enhance the ability of improvements of track keeping to be made.	Complete Tool available here - <a href="https://webtrak.emsbk.com/brs2">https://webtrak.emsbk.com/brs2</a>	Completed

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
<p>We will complete the commissioning of the new runway 09 noise monitor at Littleton Hill ('Tracker'), continue with the monitoring of noise at Felton and Congresbury and use the new monitor system in conjunction with a feed from the radar system to record the tracks taken by aircraft. Noise monitor results will be assessed on a month-by-month basis and the results of the monitoring will be reported to the Airport Consultative Committee on an annual basis.</p>	<p>This installation of the new noise monitor has been completed. A range of noise indicators are reported to the Airport Consultative Committee, including Leq, SEL, Lmax, average departure noise levels and number of flights. The tracker system provides flight tracks for use in responding to noise complaints and these can be downloaded from the Bristol Airport website as Google Earth files. A range of noise indicators will continue to be reported to the Airport Consultative Committee, including Leq, SEL, Lmax, average departure noise levels and number of flights. The Tracker system provides flight tracks for use in responding to noise complaints and these can be downloaded from the Bristol Airport website as Google Earth files.</p>	<p>Completed</p>
<p>To maintain and improve the systems described above, as appropriate.</p>	<p>Track keeping and CDA performance is recorded in the Annual Monitoring Report presented to the Airport Consultative Committee.</p>	<p>Completed</p>
<p>Noise monitoring</p>	<p>The Annual Monitoring Report shall include comparison of the predicted noise levels at the Noise Monitoring Terminals based on the forecast noise contours for the previous year with the 92-day averaged summer measured noise levels at the Noise Monitoring Terminals (NMTs).</p>	<p>Complete and contained within the 2025 Annual Monitoring Report.</p>
<p><b>Actions to engage and work with the local community on matters relating to aircraft noise</b></p>		
<p>We will undertake a public attitude survey (by telephone survey), every two years, to assess the local community views on aircraft noise.</p>	<p>To be kept under review but experience elsewhere suggests that this is a complex task and it will be difficult to get meaningful results. The recent consultation on the final draft Master Plan which closed at the end of January 2025 included a number of questions regarding the impacts on noise and the effectiveness of our Noise Mitigation Scheme. We will carefully analyse the responses in respect of noise to assess local community views on aircraft noise.</p>	<p>Completed</p>

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
We will publish an Annual Monitoring Report which will include key performance indicators relating to noise management including aircraft movements, aircraft movements by key periods of the day, night quota usage, track keeping, noise monitor results and noise complaint statistics.	The Annual Monitoring Report has been published annually.	The Annual Monitoring Report has been published annually and Bristol Airport will continue to do so.
Enhanced sound insulation scheme consultation	A Noise Mitigation Scheme shall be submitted to the Council for not less than three months consultation. The Scheme shall not be implemented before considering any consultation feedback from the Council.	Complete and implemented in 2025, and will continue to be rolled out annually.

Table D2: In Progress Actions from the Noise Action Plan 2024-2029

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
<b>Actions to manage and reduce the effects of noise from aircraft on the ground</b>		
We will review aircraft stand allocation at the beginning of each operational season.	The stand allocation is reviewed annually. Use of stands at Western Walkway is prioritised to make use of the building screening	Stand allocation to contact stands is prioritised and reviewed daily. Development works on site in 2024 resulted in the closure of 4 contact stands, however 3 of these were reopened in Aug 2025 with the remaining stand reopened in Nov 2025. Overall, in 2024, 70% and, in 2025, 66% of aircrafts were allocated to contact stands.
Ground Noise Management Strategy to be reviewed by 2024	Within six months of commencement a revised Ground Noise Management Strategy (GNMS) should be submitted for approval	Ground Noise Management Strategy (GNMS) submitted to North Somerset Council and awaiting approval.
Construction Environmental Management Plans	Demonstrate how construction of works will take place, including details of construction and traffic routes, mitigation plans, waste management and air quality management plan, and working hours in accordance with condition 7 of the 12mppa permission.	All information is covered within the relevant Construction Environmental Management Plans (CEMPs).
Pre-flight servicing	Revised GNMS to include measures to reduce noise from pre-flight servicing or checks on aircraft while stationary on stands	Included within the Ground Noise Management Strategy and instructions shared with our operations teams through our Monthly Airside Safety Information Group (MASIG) forum.
Ground power	Revised GNMS to include measures to reduce and phase out mobile diesel generators through FEGP along with transitional arrangements towards FEGP for all stands.	Included within the Ground Noise Management Strategy and instructions shared with our operations teams (through our MASIG forum).

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
<b>Actions to manage and reduce the effects of noise from airborne aircraft</b>		
We will review the aeronautical fee differentials for aircraft every two years to ensure that appropriate incentives are in place for airlines to use the quietest available aircraft on the basis of recognised and published operational noise characteristics.	The majority of aircraft operating at Bristol Airport comply with Chapter 4 noise standards. For summer 2023, we expect significant improvement in the number of flights operated by the quietest and most environmentally friendly aircraft. Ryanair will replace 2 of their previous generation Boeing 737 with 2 new Boeing Max aircraft and Easyjet will increase the number of flights operated by Airbus NEO aircraft. The vast majority of Tui’s services will be operated by Boeing Dreamliner or Boeing Max models. New airlines such as Swiss ,Sunexpress , Corendon and Aegean all have Airbus NEO and Boeing Max models and BAL is working with these airlines to deploy these aircraft at BAL as a priority.	Bristol Airport has continued to provide additional financial incentives to ensure airlines deliver improved usage of new generation, quieter and more fuel-efficient aircraft including Boeing MAX and Airbus NEO aircraft. These additional incentives by Bristol Airport have helped support the improvements in 2025, and we have already secured further commitment to the use of these aircraft in advance of future seasons from summer 2026 and beyond.  Our percentage of Air Traffic Movements (ATMs) operated by quieter aircraft rose from 29% in 2024 to 35.3% in 2025, and 50% of Bristol Airport-based fleet were new generation aircraft.
We will seek to achieve an 85 % CDA compliance rate (an increase of almost 10 % in performance) by 2023.	Reached 84 % in 2022 - difficult for CDA to increase substantially further because of limits to technology, weather conditions etc.  All airlines includes all aircraft over 5760kg and excludes helicopters.	2024 CDA performance for major airlines was 94 % and all airlines was 90 % .  2025 CDA performance for major airlines was 95 % and all airlines was 90 % .
We will begin looking at alternative flight paths for respite purposes with a view for implementation by 2026/27.	Ongoing	Public consultation on airspace change expected to occur in 2027.
We will review the procedures for light aircraft operations regularly with representatives of the general aviation community and work with them to limit the noise effects of their operations.	Ongoing.	This is raised at regular MASIG Flight Operations Safety Committee (FLOPSC) meetings to ensure the correct procedures are adhered to and will continue to do so.
We will review our approach with the General Aviation community and how best to deliver best practice in conjunction with future airspace change work.	Ongoing	Currently reviewed on a regular basis as quarterly FLOPSC meetings.

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
<p>We will work with NATS and the airlines using Bristol Airport to adopt flight path management procedures that ensure that aircraft overflying the Mendip Hills Area of Outstanding Natural Beauty (AONB) do so at as high an altitude as is practically possible, given the constraints of air safety and the need to avoid other adverse environmental impacts.</p>	<p>Early discussions with NATS</p>	<p>This may be considered for later airspace change, with public consultation anticipated in 2027.</p>
<p>The Airport will introduce RNAV routes for arrivals and departures by 2026/27.</p>	<p>Ongoing</p>	<p>Public consultation on airspace change expected in 2027.</p>
<p>We will monitor ongoing work by the UK aviation industry and the CAA exploring the adoption of steeper approaches. An approach at 3.25° instead of the standard 3° is understood to result in a 9% reduction in the noise footprint of the Boeing 737-800. The majority of aircraft operating at Bristol are thought to be capable of undertaking approaches at this angle but at present instrument landings at angles steeper than 3° are prevented by international regulation. Even if this regulation is relaxed current technology is likely to require a dual angle instrument landing system, which may give rise to a cost that is disproportionate to the benefit. There may be potential for steeper angles for the intermediate approach. We will monitor research and development on this subject.</p>	<p>Ongoing</p>	<p>Restrictions remain the same, and therefore currently aircraft maintain 3 degrees at approach.</p>

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
Low Power Low Drag is a noise abatement technique for arriving aircraft in which the pilot delays the extension of wing flaps and undercarriage until the final stages of the approach, subject to compliance with ATC speed control requirements and the safe operation of aircraft. Such techniques may be able to offer noise reductions of between 1 and 3 dBA SEL in the initial and intermediate approach phases. We will explore the implementation of these techniques in conjunction with the implementation of RNAV approaches from the south.	n/a - New Action	Such techniques are discussed at our Flight Operations Safety Committee (FLOPSC) and where possible, introduced. This action will remain open as the Civil Aviation Authority (CAA) explores this further.
Passenger limits	Planning condition 5 restricts passenger movements to 12 million passengers per annum. Details of compliance to be agreed with local authority.	Compliance methodology agreed with local authority – Ongoing monitoring of passenger limits reported within the Annual Monitoring Report.
Movement limit - night	The total number of aircraft movements at the Airport including take-offs and landings between the hours of 23:30 hours and 06:00 hours for 12 months shall not exceed 4,000.	Ongoing – reported within the Annual Monitoring Report and included within the Ground Noise Management Strategy.
Movement limit – shoulder periods	The total number of take-offs and landings between 06:00 hours and 07:00 hours and between 23:00 hours and 23:30 hours (the ‘shoulder periods’) shall not exceed 9,500 in any calendar year	Ongoing – reported within the Annual Monitoring Report and included within the Ground Noise Management Strategy.
Contour limit - 10mppa – Day	Upon commencement of development, up to the passenger throughput at Bristol Airport exceeding 10 million passengers in any 12-month period, the area enclosed by the 57dB $L_{Aeq,16h}$ daytime noise contour shall not exceed 12.42 km <sup>2</sup> .	Ongoing – reported within the Annual Monitoring Report and included within the Ground Noise Management Strategy.

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
Contour limit -11mppa – Day	Upon commencement of development, up to the passenger throughput at Bristol Airport exceeding 11 million passengers in any 12-month period the area enclosed by the 57dB $L_{Aeq,16h}$ daytime noise contour shall not exceed 11.56 km <sup>2</sup> .	Ongoing – included within the Noise Control Scheme
Contour limits 12mppa – Day	The area enclosed by the 57 dB $L_{Aeq,16h}$ daytime noise contour shall not exceed 10.70 km <sup>2</sup> from when passenger throughput at Bristol Airport reaches 12 mppa in any 12-month period.	Ongoing – included within the Noise Control Scheme.
Contour limits 12mppa – Night	The area enclosed by the 55 dB $L_{Aeq,8h}$ night- time noise contour shall not exceed 6.8km <sup>2</sup> from when passenger throughput at Bristol Airport reaches 12 mppa in any 12-month period	Ongoing – included within the Noise Control Scheme.
Movement reporting	<ul style="list-style-type: none"> <li>a) the number of passengers per annum;</li> <li>b) the number of Air Traffic Movements per annum;</li> <li>c) the number of nighttime flights per annum;</li> <li>d) the number of flights in the shoulder period per annum;</li> <li>e) the quota count score for the preceding British Summer Time and British Winter Time respectively.</li> <li>f) The number of positioning flights per annum</li> </ul>	Reported to North Somerset Council (NSC) on a regular basis, either quarterly or via the Annual Monitoring Report.
New enhanced QC count system	New planning condition limit on QC. Quota count usage to be included in the Annual Monitoring Report.	Ongoing – included within the Noise Control Scheme.

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
Revised Noise Control Scheme (NCS)	A new revised NCS is required to contain a mechanism to impose penalties on airlines for breach of noise limits, including the publication of an airline performance league table, and provide incentives for the use of quieter aircraft as well as further measures to encourage operators of aircraft to adopt operational procedures and practices (in conjunction with Flight Operations Committee) aimed at achieving ongoing improvements in the levels of aircraft noise.	Airline league table for 2025 published on the Bristol Airport website.
<b>Measures to mitigate the effects of aircraft noise</b>		
We will keep the noise climate under review and reassess the need for changes to the previous noise insulation grant in the event that the noise climate alters significantly (an increase of 3 dB on the 16 hour LAeq measured using the noise monitors over a summer season).	Noise monitoring and noise mapping undertaken to date indicates that the noise climate has not altered significantly.	Noise monitoring and noise mapping undertaken to date indicates that the noise climate has not altered significantly. The Noise Mitigation Scheme has been updated and this is captured in additional actions.
We will use a portable noise monitor for ad hoc noise monitoring where hot spots are identified through the noise inquiry system.	The noise monitors are currently being regularly used, setting up between 4 and 6 each year. Currently installed for 2 week periods during the summer months when the most movements occur, installed between June and August.	In 2025, five additional noise monitors were placed in the surrounding area to collect additional data. This will be continued into 2026, with locations chosen in hot spot locations.
We will, based on the findings of the noise climate generated from the monitor data it will allow the Airport to consider any noise mitigation measures on a case by case basis. This will be introduced from 2018.	Covered above, these monitors are used to consider noise mitigation on a case by case basis.	Ongoing – The Noise Mitigation Scheme has been updated and includes this as an additional action.
Enhanced sound insulation scheme – grants	New scheme required with sound insulation grants of £8,000 for dwellings exposed to levels $\geq 60$ dB LAeq,16h, £5,500 for levels $\geq 57$ dB LAeq,16h and £5,500 for those above a night time level of 55 dB LAeq,8h.	Implemented from 2024, and continues to be carried out for 2025 and 2026.

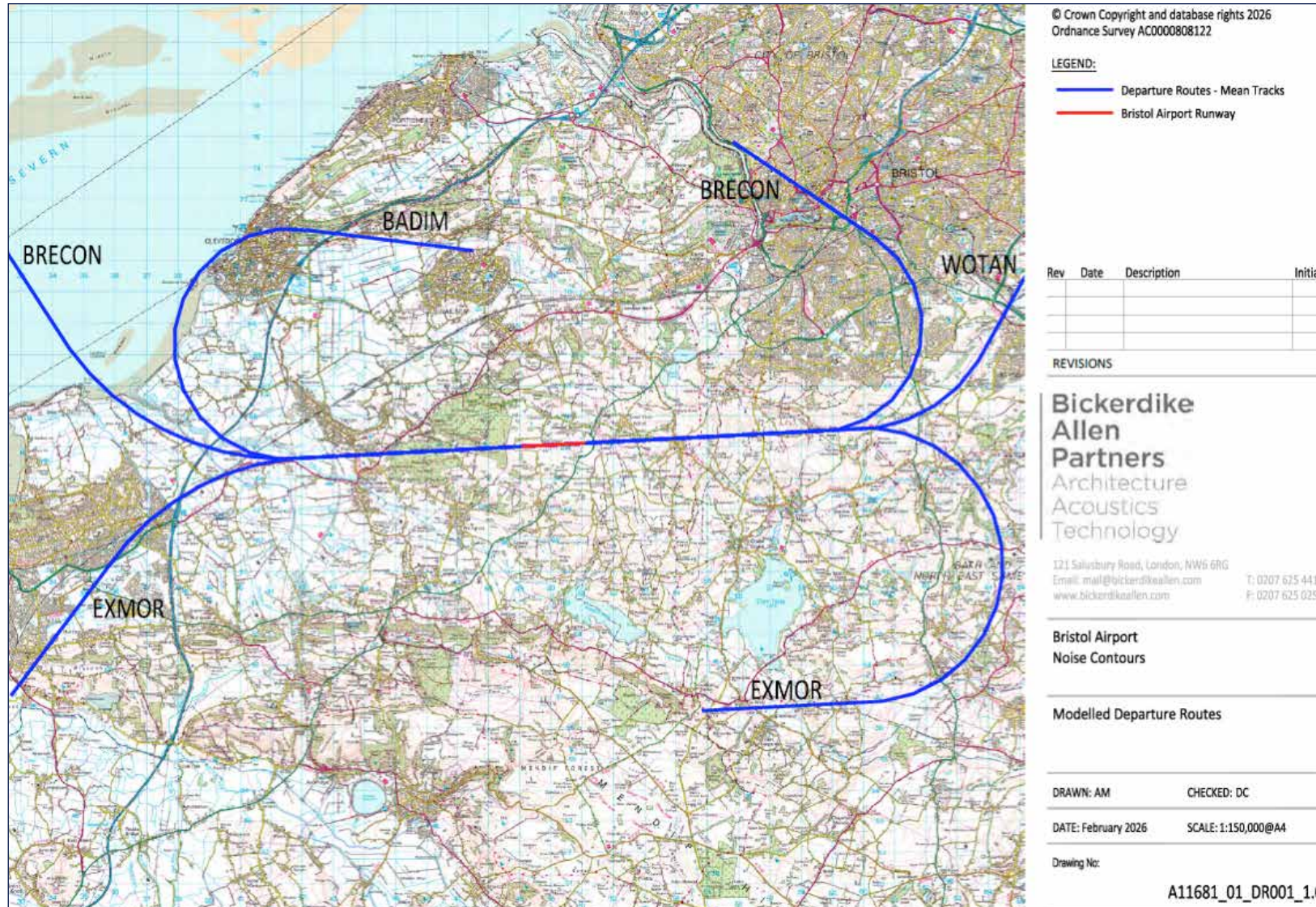
Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
Sound insulation scheme – in situ testing	The noise mitigation measures included in any Noise Mitigation Scheme shall be supported by evidence of in-situ testing of effectiveness against aircraft noise for a representative sample of residential properties	Exploring residential testing for 2026 with the valued support and collaboration of local residents.
Sound insulation scheme – ventilation and overheating	As well as noise mitigation measures the Noise Mitigation Scheme shall include measures to provide suitable alternative means of ventilation and prevention of overheating where appropriate and necessary	Included within the Noise Mitigation Scheme.
Sound insulation scheme – performance targets	New scheme to be designed to achieve recommended internal levels based on BS8233:2014 internal noise guidelines and World Health Organisation internal noise guidelines for noise maxima at night.	Included within the Noise Mitigation Scheme.
Reduce airside ground noise	Investigate the incentivisation of electric ground equipment through a revised airside vehicle permit scheme which will help reduce background noise levels. Continue to investigate the feasibility of ground service equipment pooling allowing BRS to influence an expeditious move to wholesale electric ground handling operation	Ground Servicing Equipment (GSE) pooling scheme proposal complete. Tender was completed and awarded in 2025, with the scheme commencing in Q4 2026.
Sound insulation scheme – reporting	Details of grants provided will be provided to the Council annually.	Completed for 2025 and ongoing.
<b>Arrangements for monitoring aircraft noise</b>		
We will undertake an annual review of airline track keeping and establish a 'league table' of performance with an annual awards ceremony to recognise the best performing airlines.  Performance data and penalties imposed will be included in the Annual Monitoring Report provided to the Airport Consultative Committee.	Track keeping and CDA performance is recorded in the Annual Monitoring Report presented to the Airport Consultative Committee. A 'league table' has been established and Ryanair received the first 'Tracker' award in 2013.	Track keeping and CDA performance is recorded in the Annual Monitoring Report presented to the Airport Consultative Committee.

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
Contour reporting	Forecast aircraft movements and consequential forecast and actual noise contours for the forthcoming year shall be reported to the Local Planning Authority annually within the Annual Monitoring Report. The area enclosed by the 63, 60, 57, 54 and 51 dB $L_{Aeq,16h}$ (07:00 hours to 23:00 hours) noise contours and the 55 and 40 dB $L_{Aeq,8h}$ summer night-time noise contour (23:00 hours to 07:00 hours) for the forthcoming year (from 1 January to 31 December each year) shall be reported.	Complete for 2025 and forecast provided for 2026, all contained within this Annual Monitoring Report.
Contour verification	As soon as reasonably practicable following the third Annual Monitoring Report following the Effective Date (and subsequently at three year intervals), a verification report shall be submitted which shall include input data, methodology, and output data used to calculate the noise contours as well as recommending appropriate calculation procedures.	Due to be completed following 2026 processes and to be agreed with North Somerset Council.
<b>Actions to engage and work with the local community on matters relating to aircraft noise</b>		
We will record and make available, on request, flight tracks of aircraft recorded by the 'Tracker' system within our controlled airspace. We will respond to all queries from the local community, providing them with details of the location of the aircraft in question.	Flight tracks are provided in response to noise queries where appropriate. Tracks, showing aircraft altitude by height band, are also available for download from the Bristol Airport website for viewing using Google Earth.	Completed for 2025 and ongoing.
We will set a target to respond to all reasonable noise inquiries from the local community within ten working days of receiving the inquiry and to complete any detailed follow up investigations within 20 working days. We will provide a quarterly report on noise inquiries to the Airport Consultative Committee.	Achieved and ongoing	Completed for 2025 and ongoing, with an average of 10 days to undertake investigations and respond to inquiries in 2025.

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
<p>We will provide an annual report on aircraft track keeping to the Airport Consultative Committee. NPR violations and noise infringements will be reported quarterly.</p>	<p>Ongoing – Detailed information is reported through the Environmental Effects Working Party sub-group. Track performance is reported annually to allow for full investigation.</p>	<p>Detailed information continues to be reported through the Environmental Effects Working Party sub-group. Track performance is reported annually to allow for full investigation.</p>
<p>In 2019, we will refresh how this information is presented and reported i.e. citing particular instants and associated improvements where relevant.</p>	<p>Achieved in 2019</p>	<p>As part of the Environmental Effects Working Group, close views of tracks to highlight flight profiles in the local community are now reported on a quarterly basis. This will continue to be worked on and refreshed with the Group.</p>
<p>We will continue to engage with the local community through the Consultative Committee on noise management and future noise implications. Our Community Relations Manager will hold regular surgeries in the local community providing members of the public an opportunity to discuss noise related matters directly with airport management.</p>	<p>Liaison is ongoing.</p>	<p>Liaison is ongoing.</p>
<p>From 2019, the Airport will host every 6 months a community feedback session at the airport to update residents directly on airport matters including noise abatement measures and in order to receive feedback on how these are perceived.</p>	<p>Ongoing</p>	<p>Regular open sessions are accessible and welcoming to local community members, they are well-advertised and provide a platform for community members to share their feedback, concerns, and suggestions.</p>
<p>In 2019, we will review the Annual Monitoring Report content and presentation to make it even more accessible.</p>	<p>The Annual Monitoring Report for 2019 was published with fresh artwork and included more data than previous reports, in particular regarding complaints analysis as requested by local community representatives. In the 2021 Annual Monitoring Report, we have expanded it further with Ground Water Monitoring being included for the first time.</p>	<p>We continue to receive feedback from the Airport Consultative Committee and Environmental Effects Working Group.</p>

Action	Progress - May 23/Additional Details	Progress - Dec 24 to Dec 25
<p>We will publish an annual progress report on the actions within the Action Plan, the performance achieved and the benefits obtained. All monies raised from noise and track keeping penalties will be added to the Bristol Airport Community Fund. All aircraft have operated within the noise limits and no penalties have been levied to date.</p>	<p>To be carried forward</p>	<p>The Annual Monitoring Report includes a dedicated progress report on the actions within the Noise Action Plan (i.e. this Appendix).</p>
<p>Revised Noise Control Scheme (NCS) consultation</p>	<p>Within six months of the Commencement of Development a draft Revised NCS scheme shall be submitted to the Council for consultation. The scheme shall be implemented within 12 months with details reported in the Annual Monitoring Report.</p>	<p>Draft review of measures submitted to NSC for approval.</p>

# Appendix E – Noise Preferential Routes



# Appendix F – Local Community Fund and Diamond Fund Projects

## 2025 Community Fund (£103,923 spent)

Project Location/Recipient Project	Description
Winscombe Community Association	Solar Panel Installation
Cleeve Tennis Club	Window Improvements
Sporting Weston F.C. – Cleeve	New Minibus Improvements
Wrington Minibus CIO	New Minibus Improvements
Clevedon Community Gardeners	Biodiversity Project
Badgworth Parish Council	Road Improvement Project
Cleeve Parish Council	Road Improvement Project
FarmLink Education Ltd	Biodiversity Project
Your Park Bristol and Bath	Biodiversity Project
Chew Valley Cricket Club	Tree Planting Project
Oasis Academy Brislington	Biodiversity Project
Winford Church of England Primary School	Wildlife Pond Project
Winford Parish Council	Biodiversity Project
Mizzymead Recreation Centre	Energy-reduction projects
Somerset Wildlife Trust	Biodiversity Project

## 2025 Diamond Fund (£45,808 spent)

Project Location/Recipient Project	Description
Blagdon Tennis Club	Tennis Court Improvements
Nailsea Cricket Club	Sports equipment
Hope's Place	Charitable donation
Baby Bank Network	Charitable donation
Yatton Rugby Club Under 13s Team	Funding for sports kit and equipment
FarmLink Education Ltd	Transport funding

Project Location/Recipient Project	Description
Nailsea & Backwell RFC	Clubhouse Improvements
Wroughton Cricket Club	Sports equipment
Compton Martin Parochial Church Council	Hall Improvements
Felton Volunteer Litter Pickers	New equipment
Cleeve Kids Corner	Refurbishing the playpark
Wroughton Local History Society	History information board
Bath & Bristol Parenting Hub C.I.C.	Supportive Programme
Creative Youth Network	Food and supplies
Clevedon United Junior Football Club	Sports kit and equipment
Backwell Athletic Junior Football Club	Football pitch improvements
Wroughton and Redhill Football Club under 6's	Sports kit and equipment
The Redhill Village Hall	Festival event
Playground Proms	Musical educational visits
Dundry Parish Council	New noticeboard
Handstand Arts (Circus City)	Outdoor family art performance
Groundwork South	Woodland sign maps
Rotary Nailsea & Backwell	Charity Walk & Run event
Bristol Steppin Sistas	Charitable donation
Young and Free	Charitable donation
ACTA Community Theatre	Therapy sessions
RWA (Royal West of England Academy)	Creative workshop
Yatton Ladies Netball Club	Sports kit and equipment
Brockley Parish Council	Website update
Yatton Bowling Club	New website
Yatton Parish Council	Changing room refurbishment
All Saints Church Wroughton	Installing an accessible toilet
Brockley Parish Council	New walking signposts
Shaftsbury Road Cricket Club	Sports equipment
The Green House Bristol	Nature-based therapy sessions
Bedminster Down ex Service club	Security lighting
Graphic Science	Educational sessions
Backwell Athletic Junior Football Club Under 10's	Sports kit and equipment

Project Location/Recipient Project	Description
Stanton Drew & Pensford Preschool	Forest School programme
Ashton FC U13 Boys Colts	Sports kit and equipment
Candlelight to Dancefloor Event	Charity event
Well House Project	Historic restoration project
Winford Parochial Church Council	Community hall improvements
Bristol Epilepsy Social Group (BESG)	Support group sessions
Golden Valley Primary School	Educational project
Prestow Wood Conservation Group	Environmental conservation project
Churchill Preschool	Educational project
SS Great Britain	Funding for educational visits
Frankie Howerd OBE Trust	Minibus costs

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