Bristol Airport

Annual Sustainability Report 2025

Contents

Our progress one year into our 2023-2028 sustainability strategy

Foreword by CEO, Dave Lee

It's been another busy year at Bristol Airport, with our £400 million terminal transformation now fully underway. A major milestone was the opening of our new Public Transport Interchange. This £60 million investment not only enhances the customer experience but also significantly strengthens public transport connectivity across the region. As one of the region's largest bus and coach interchanges, it provides increased capacity with 16 bays – double the original number – supporting our commitment to greater use of public transport at the airport.

Decarbonising airport operations is critical to reducing the sector's climate impact, supporting industry-wide Net Zero targets, and meeting regulatory requirements, and 2025 marked one of the most important years for our decarbonisation roadmap as we confirmed the design plans for our new energy centre. The energy centre will replace the gas boilers with air source heat pumps and an electric boiler, removing gas from the terminal. It will be installed in 2026, in line with our target to remove gas onsite by the end of 2026. We invested in additional solar panels, utilising as much space as possible in our ambition to obtain 25% of energy from on-site renewable energy generation for our own consumption by the end of the year. Our efforts have secured over a 54% reduction* in carbon emissions compared to 2019. Our recycling rate hit record numbers this year as we continue to reduce waste and recycle more than ever before.

We continue to play our part in influencing the reduction in scope 3 (indirect) emissions to make positive steps toward net zero by 2050. Our Aviation Carbon Transition Programme has supported 4 projects that explore the use of hydrogen as a low emission fuel alternative at the airport, and one project exploring carbon offset removal options for residual emissions.

We continue to work with our airline customers to ensure we have the most efficient and quietest aircraft operating to and from the airport and have increased the percentage of new engine aircraft by 6%. 50% of Bristol Airport-based fleet were new generation aircraft, one of the highest percentages amongst UK airports. We implemented our Sustainability Supply Chain Charter to our top ten suppliers, gaining insight into their own sustainable practices and encouraging alignment with our Strategy goals and best practice.

As the largest employer in the region, we recognise the vital role that creating employment opportunities plays in driving our local economy. This year has been particularly positive for our employment and skills initiatives, which deliver a range of activities in collaboration with education providers to help local communities access job opportunities at the airport. Our efforts are specifically focused on supporting individuals from underrepresented groups, those living in disadvantaged areas, and those facing barriers to employment.

It's brilliant to see the difference we're making in the local community. This has been a record year for our Community Fund, with the highest total funding awarded and the greatest number of local projects supported since the programme began.

This second annual update demonstrates the important progress that has been made against ambitious targets. We remain confident in our Strategy and committed to the tasks ahead in 2026.

Dave Lees
CEO, Bristol Airport

*market based emissions

2025 achievements

1

9% reduction in direct carbon emissions vs 2024

2

47% of airside buses and 18% of landside buses now electric

3

74% recycling rate in 2025

4

22% onsite renewable energy generation for our own consumption

5

1.37 million people using Airport Flyer bus services and 19.8% public transport modal share

6

£149,000 contributed to supporting 64 community projects

7

6% increase in the number of modern fuel-efficient aircraft based at the Airport vs 2024

8

4 projects supported by the Aviation Carbon Transition Programme

9

Opened our Public Transport Interchange with an Airport Flyer service every 7-8 minutes

10

Design plans for energy centre complete

Last year we said...

Goal 1:
Net Zero operations by 2030

TARGETS	2025 UPDATE
Complete design plans for our energy centre, to be installed in 2026	✓
Additional solar array to achieve 25% target	✓

Goal 2:
Reduce indirect emissions and support the development of zero emissions flight

TARGETS	2025 UPDATE
Work with our Business Partners to reduce onsite energy consumption	Underway
Undertake three innovation projects funded by our Aviation Carbon Transition Programme	✓

See respective goals for further updates

Goal 3:
Protect and enhance our local environment

TARGETS	2025 UPDATE
Implement our noise management plans to manage noise on the ground and in the air	Complete
Drive recycling rates across site to 65% and reduce general waste	✓
Open the Airport's first Public Transport Interchange, increasing the number of bus bays from 6 to 16, enabling new public transport routes and increased frequency of services	✓

Goal 4:
Support our communities and enable our region to thrive

TARGETS	2025 UPDATE
Launch new "Take Off" employability programme to deliver employment opportunities at the Airport	✓
Roll out the Airport's first Sustainability Supply Chain Charter to our top 10 suppliers	✓

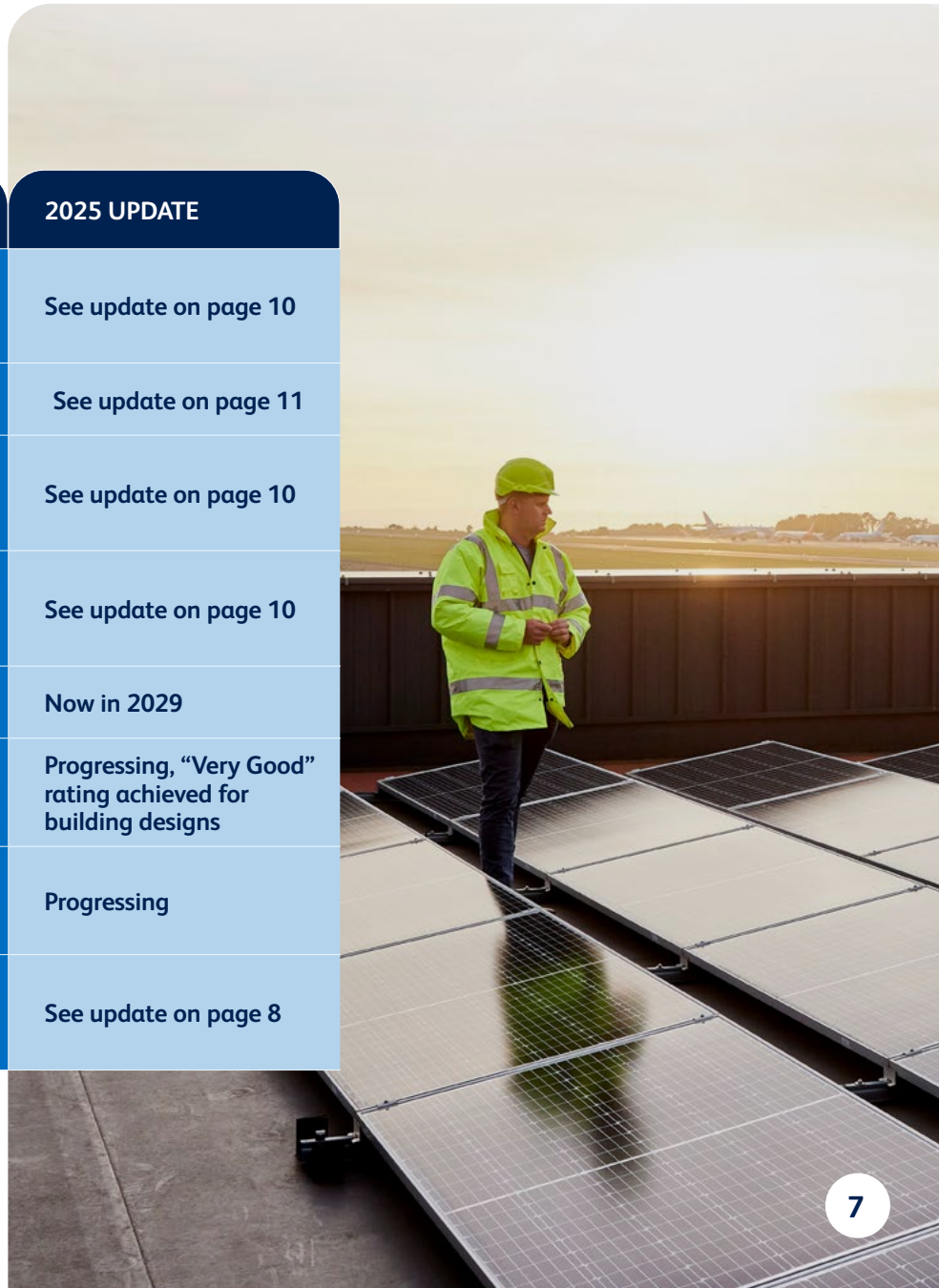
Goal 1:

Be Net Zero across our operations by 2030

Goal 1: **Be Net Zero across our operations by 2030**

Net Zero operations is the crucial first step on the journey to Net Zero aviation. To ensure we are on track to achieve Net Zero operations by 2030, we have set several interim carbon targets to 2030:

TARGETS	2025 UPDATE
25% on-site renewable energy generation for our own consumption by 2025. Continue to source the remainder of our energy from renewable energy sources	See update on page 10
65% of Bristol Airport airside buses to be electric by 2027	See update on page 11
25% of Bristol Airport landside buses to be electric by 2027. All landside buses to be electric or run on HVO by 2030	See update on page 10
Bristol Airport will have no gas onsite by 2026 through the replacement of chillers and boilers with air source heat pumps where feasible	See update on page 10
Runway lighting to be 100% LED by 2027	Now in 2029
Achieve a BREEAM rating of "Very Good" for the west and south passenger terminal extensions	Progressing, "Very Good" rating achieved for building designs
Continue to embed actions to manage risk associated with climate resilience into normal business risk management, planning and decision-making	Progressing
Reduce emissions across our operations by 73% by 2027 (relative to 2019 levels). This translates to a reduction of 4,421 tonnes of CO_2e	See update on page 8



Impact of targets on our direct emissions

We calculate our total carbon emissions (Scopes 1, 2, and 3) in line with the globally recognized GHG Protocol. This methodology is independently validated through the Airport Carbon Accreditation (ACA) programme, where we proudly hold Level 4+ (Transformation) certification, demonstrating our commitment to carbon reduction.

Scope 1 and 2 emissions significantly reduced in 2025 compared to 2024. Emissions per passenger decreased to 0.31 kg CO_2e per passenger, representing a 54 % reduction* from our 2019 baseline and a 9 % reduction compared to 2024. These trends highlight our ongoing efforts to grow responsibly while supporting the transition to Net Zero aviation.

*market based emissions

SCOPE 1:

Direct emissions from airport-controlled sources, including natural gas for heating, fuel for operational vehicles and equipment, LPG for fire training, refrigerants for cooling, and de-icing agents.

SCOPE 2:

Indirect emissions from purchased electricity powering airport facilities, with reductions driven by energy efficiency measures and renewable electricity sourcing.

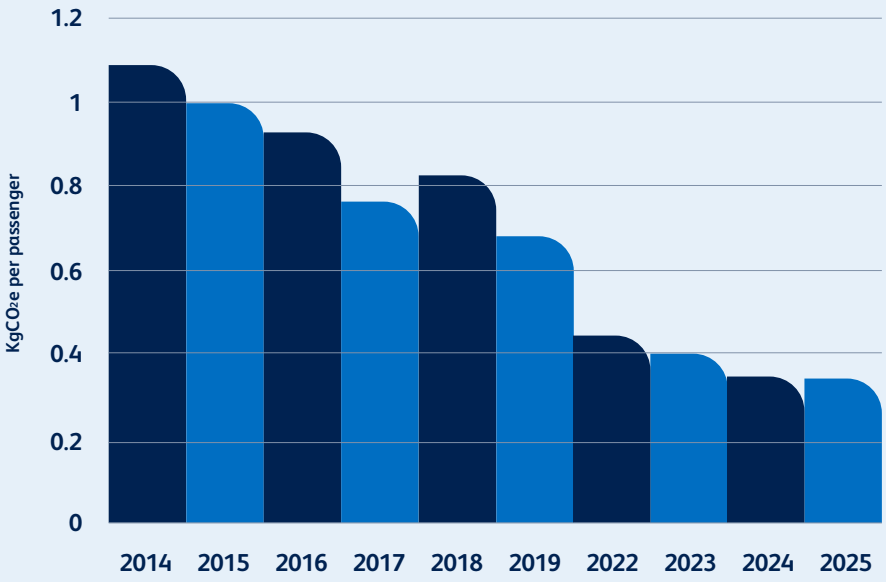
Goal 1: **Be Net Zero across our operations by 2030**

Table 0.1 **Carbon footprint**

SCOPE	ACTIVITY	2019	2024	2025
Scope 1	Fuel consumption – utilities	659.3	631.6	571.5
	Operational vehicles and equipment	1,564.5	561.03	453.4
	Refrigerants	145.8	134.0	52.6
	De-icer	46.8	48.0	36.6
	Liquid Petroleum Gas (LPG) use for fire training	6.2	8.09	5.6
Scope 2	Purchased electricity (Location based)	3,660	2,292.37	2,231.2
	Purchased electricity (Market based)	(0.0)	(0.0)	(0.0)
	Total Scope 1 and 2 (Location based)	6,082.6	3,680.3	3,350
	Total Scope 1 and 2 (Market based)	(2,422.7)	(1,387.92)	(1,119.6)
	% difference to 2019 baseline (Location based)	0%	40%	45%
	% difference to 2019 baseline (Market based)		40%	54%

* Footprint is externally verified by an independent qualified assessor and by the Airport Carbon Accreditation Standard

Figure 0.1 **Carbon emissions per passenger**



Renewables

2025 was an important year for us for the airport as we worked hard to achieve our ambitious 25 % onsite renewable energy target for our own consumption. We installed additional solar panels, which will generate an additional 378,000kwn of energy for the airport, saving over 74 tonnes of carbon a year. Our efforts mean we now have the capacity to generate 22 % of our consumption onsite, narrowly missing the target due to some structural constraints and cable access issues. While this narrowly fell short of the target, it represents a significant year-on-year improvement and demonstrates continued momentum in expanding renewable capacity. The Airport continues to meet 100 % of its wider electricity demand through a virtual Corporate Power Purchase Agreement, supplemented by investment in Renewable Energy Guarantees of Origin (REGO) certificates.

Terminal decarbonisation

One of the most significant challenges in 2025 was the design of the Airport's new energy centre – a critical piece of infrastructure that will enable the decarbonisation of the terminal by replacing gas boilers with air source heat pumps and a single electric boiler. While we already operate smaller air source heat pumps serving Lulsgate House, Aviation House, Silverzone reception, Car Rental and Air Traffic Control, the size and scale of air source heat pumps required to remove gas entirely from the terminal represents a major step change.

Although air source heat pumps are gaining traction as a low-carbon solution, their application at this scale is still developing, creating market volatility, supply chain constraints and high capital costs. Once complete, the new energy centre will provide heating and cooling for the main terminal and future extensions that enable the airport's growth to 12 million passengers per annum.

Offsets

As per the Airport Carbon Accreditation Standard, all residual scope 1 and 2 emissions that cannot be removed, plus emissions created from Business travel are offset using internationally recognised offsets. Our offsets are certified by 'Gold Standard', an industry-leading certification standard that is used to verify carbon offset projects.

Since we first began acquiring carbon offsets in 2019, the carbon market is slowly evolving, offering a more diverse and dynamic portfolio of options for future offsets, particularly from 2031 and beyond. Through our 2025 Aviation Carbon Transition Programme, we supported a project that explored the market to ensure our approach keeps pace with these changes. As part of this work, we are actively reviewing our portfolio to enhance the quality of our offsets.

Vehicles

We've installed more EV charging facilities across site as we continue to transition more of our vehicle fleet to electric. All our airside vehicles are now electric, and we have our first electric Foreign Object Debris Sweeper (FOD). 47 % of our airside buses are now electric, and 18 % of landside, with the remaining fleet running on Hydrotreated Vegetable Oil, a type of biofuel made from recycled waste oils and fats that would otherwise go to waste. HVO cuts lifecycle carbon emissions by up to 90 % compared to conventional diesel and serves as a good alternative while we continue to electrify more of our vehicles. This year we introduced an additional electric airside car, making our car fleet 100 % electric. As a result of our phased transition to electric, diesel use decreased by 14 % , compared to 2024.

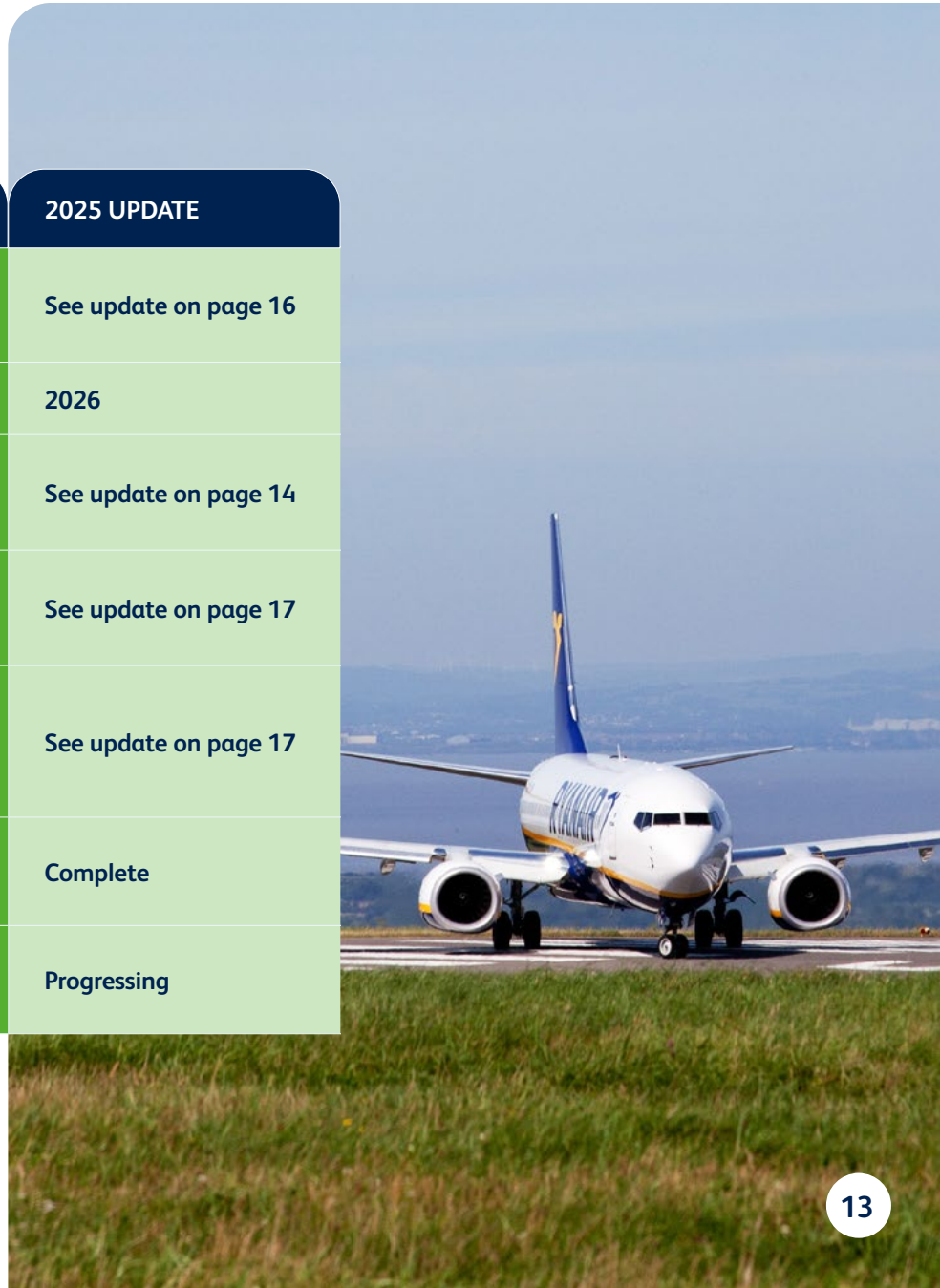
Goal 2:

Reduce indirect emissions and support the development of zero emissions flight

Goal 2: **Reduce indirect emissions and support the development of zero emissions flight**

Indirect emissions account for a significant part of the total carbon footprint of the Airport. With over 70 Business Partners operating at the Airport, it's important that we understand each other's Net Zero trajectories and work together to decarbonise the sector.

TARGETS	2025 UPDATE
Continue to support our business partner's phased transition to zero emission ground fleet vehicles and equipment by 2030	See update on page 16
Develop infrastructure for electric vehicles (EVs) for passenger use	2026
Reduce indirect carbon emissions through the modernisation of the Airport's airspace and operational procedures, including Continuous Descent Approaches and departure routes	See update on page 14
Actively support the development of airport hydrogen infrastructure with the aim of enabling commercial flights by 2035	See update on page 17
Commit to an annual fund of £250k for the Aviation Carbon Transition programme, which supports research and development for decarbonisation initiatives that reduce scope 3 emissions up to 2030	See update on page 17
Be an airport testbed to drive the development of electrical vertical, take-off and landing (Evtol) technology to 2030	Complete
Work with our airline customers on reaching the UK wide Sustainable Aviation Fuels mandate of 10% uplift by 2030	Progressing



Surface access emissions

Surface access emissions have reduced significantly thanks to the opening of the Public Transport Interchange, enabling us to bring in new bus routes and increase the frequency of the airport flyer bus services. We have also enhanced our reporting on surface access emissions by conducting more comprehensive surveys, allowing us to gather a larger and more robust data set.

Tenant and 3rd party operations

Through renewable energy leasing agreements and collaboration with tenants, airlines, and ground handlers, Bristol Airport is driving sustainable operations across all airport activities. We are supporting the transition to energy-efficient equipment, promoting the use of low-emission ground support vehicles, and encouraging businesses on-site to adopt lower-carbon practices in line with our net-zero commitments.

Indirect Emissions – Tonnes of CO_2

ACTIVITY	TCO_2E			EMISSIONS SOURCE
	2019	2024	2025	
Flight emissions	498,757	503,156	577,721	These are emissions generated by aircraft during their operations at the Airport, including taxiing, take off, cruise, and landing
Business travel	26	37	35	Emissions arising from employees' work-related travel
Airport surface access	108,386	113,673	94,987	Emissions associated with passengers and employees accessing the airport, typically through transportation modes like cars, buses and taxis
Operational vehicles and equipment	2,170	2,200	2,462	Emissions from vehicles and equipment used for Airport operations, such as ground support equipment and maintenance vehicles
Waste and water	617	75	78	These emissions result from waste management and water consumption at the Airport
Electricity consumption	673	1,236	1,096	Emissions arising from the electrical consumption of third-party operators at the Airport
Fuel consumption	98	283	290	Emissions arising from the natural gas consumption of third-party operators at the Airport
De-icer	144	227	530	Emissions associated with the application of de-icing substances on aircraft and Airport surfaces to prevent ice buildup
Total Scope 3	611,297	682,169	677,202	
% Difference to 2019	0%	+ 11.6%	+ 10.8%	

Working with our airline customers

Aircraft emissions represent a significant part of our indirect emissions. While zero-emission flight represents the long-term pathway to fully decarbonising aviation, newer generation aircraft, such as the Airbus A320neo and Boeing 737 MAX, deliver significant environmental benefits, offering 15-20 % greater fuel efficiency than previous generations and reducing noise levels by up to 40 % . We have taken a proactive approach with our airline customers to prioritise the operation of the quietest, most fuel-efficient aircraft at the Airport. We've had a 44 % increase in the number of Neo/Max air traffic movements in the night period. Our airline league table includes several environmental and noise performance metrics, which can be found on our website **HERE**.

Air Traffic Movements (ATMs) vs proportion of neo/max split

	2019	2022	2023	2024	2025
Total No. Commercial ATMs	61,723	56,411	68,496	72,256	74,015
No. of Neo/Max ATMS	6,158	12,192	17,120	23,415	27,605
% Neo/Max ATMs	9.9%	21.6%	24.9%	32.4%	37.3%
% Neo/Max Night ATMS summer	12.4%	25.6%	37.5%	53.9%	56.6%

Based aircraft vs proportion of neo/max split

	2019	2022	2023	2024	2025
Total based aircraft	28	33	36	38	38
Based Neo/Max aircraft	2	11	13	17	19
% Neo/Max based aircraft	7%	33%	36%	44%	50%

Optimising airside operational procedures

Airside towing is the process to help maximise contact stand usage, by aligning the aircrafts in a queue system and then pulling the aircrafts into their stand and can play a significant role in reducing both carbon and noise levels. Towing eliminates prolonged idling of aircraft engines during ground operations, avoiding unnecessary fuel consumption and emissions. It also allows for more efficient use of stand space, reducing reliance to remote stands where airside buses are typically required to transport passengers to and from the terminal, resulting in fewer bus trips.

Due to an improvement in processes, planning and alignment with our airlines and ground handling teams, the number of towing operations has increased significantly in the last 12 months.

Airside towing

	2024	2025
Number of towing operations	149	933

Supporting the Sustainable Aviation Fuel (SAF) mandate

SAF is a drop-in fuel that can achieve lifecycle emissions savings of over 70 % when replacing kerosene and support the production of SAF in our region. In May 2025 the government introduced the SAF Revenue Certainty Mechanism, which is designed to de-risk investments in SAF production plants by providing a guaranteed price for each unit of SAF produced. This will help accelerate SAF production, supporting the government's SAF mandate of a 2 % uplift year on year from 2025, increasing to 10 % by 2030 and 22 % by 2040.

Exolum have announced a £4.5m Investment in the UK's first independent SAF blending facility, located in Redcliffe Bay, North Bristol and will supply SAF to Bristol, Exeter, Heathrow, Cardiff, Bournemouth and the Channel Islands. This is a positive step in developing the SAF supply chain and we remain supportive of this investment and are in communication with Exolum on the project.

Supporting our business partners transition to electric

Working with our Engineering and Development teams, we have assessed our current EV charging infrastructure with projected 2030 demand. Our investment into new software will enable us to understand and monitor and charging behaviours and any EV charging hotspots, so we can ensure we are providing the relevant services in line with what our business partners need.

We have been working with our airside business partners on rolling out a Ground Support Equipment Pooling scheme (GSE) to transition all GSE to electric by 2030.

Aviation Carbon Transition Programme

Our 2025 Aviation Carbon Transition programme supported three pioneering studies that focused on the potential role of hydrogen as a low carbon energy source for aviation.

Three of these examined the role and feasibility of hydrogen at the airport. A landmark technical study by Jacobs mapped out what a transition to hydrogen could look like in practice, identifying the planning pathways, infrastructure requirements and operational changes needed to make it a reality. Building on this, a second project led by Ultima Forma explored the potential use of liquid hydrogen, using innovative pipeline technology with integrated cooling to improve efficiency and reduce energy losses. A third study by Equilibrion examined the potential for hydrogen and sustainable aviation fuel produced using nuclear energy – highlighting not only the environmental benefits, but also the opportunity to unlock long-term economic growth, skilled jobs and local production across the region.

Our fourth project explored carbon offset and removal solutions to address residual emissions from 2030 and beyond, ensuring we are investing in the airport's low carbon future.

Find out more about our Aviation Carbon Transition programme HERE.

Goal 3:

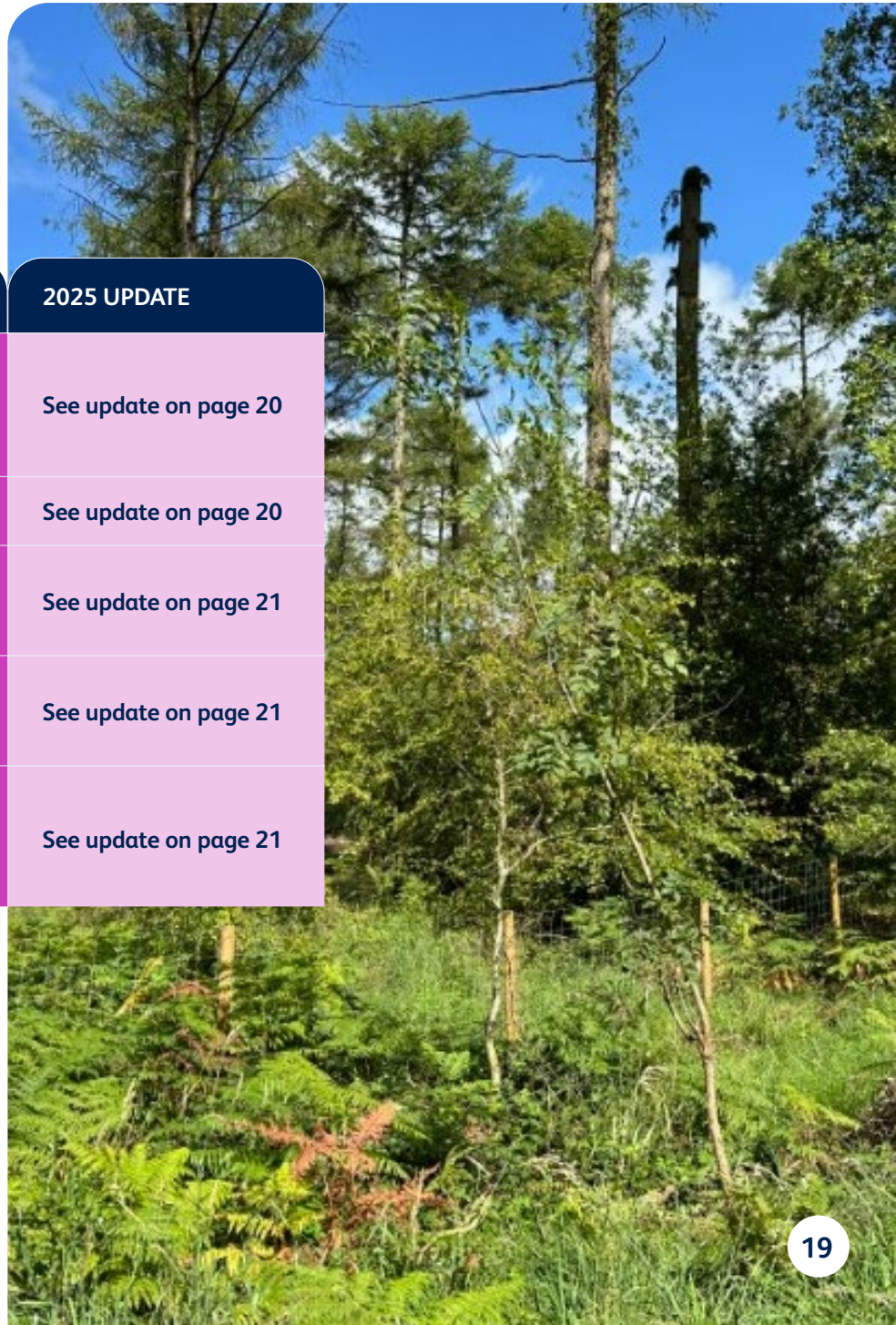
Protect and enhance our local environment

Goal 3: **Protect and enhance our local environment**

We recognise the impact airport operations can have on our local environment and the neighbouring communities and are committed to managing and mitigating our impacts.

TARGETS	2025 UPDATE
Increase the biodiversity value on and offsite through the implementation of our Integrated Landscape, Visual and Ecological Mitigation Masterplan – committed to as part of our planning permission	See update on page 20
Implement a new ground noise management strategy to minimise ground noise	See update on page 20
Work with our business partners over the next three years to increase recycling levels to 65% and target carbon-intensive waste. Continue to divert all waste from landfill	See update on page 21
Increase passenger journeys to and from the Airport made by public transport with a target of 17.5% public transport modal share upon reaching 12 million passengers per annum	See update on page 21
Work towards a stretch modal share target of 30% of airport employees adopting sustainable travel and working arrangements upon reaching 12 million passengers per annum*	See update on page 21

*includes carshare

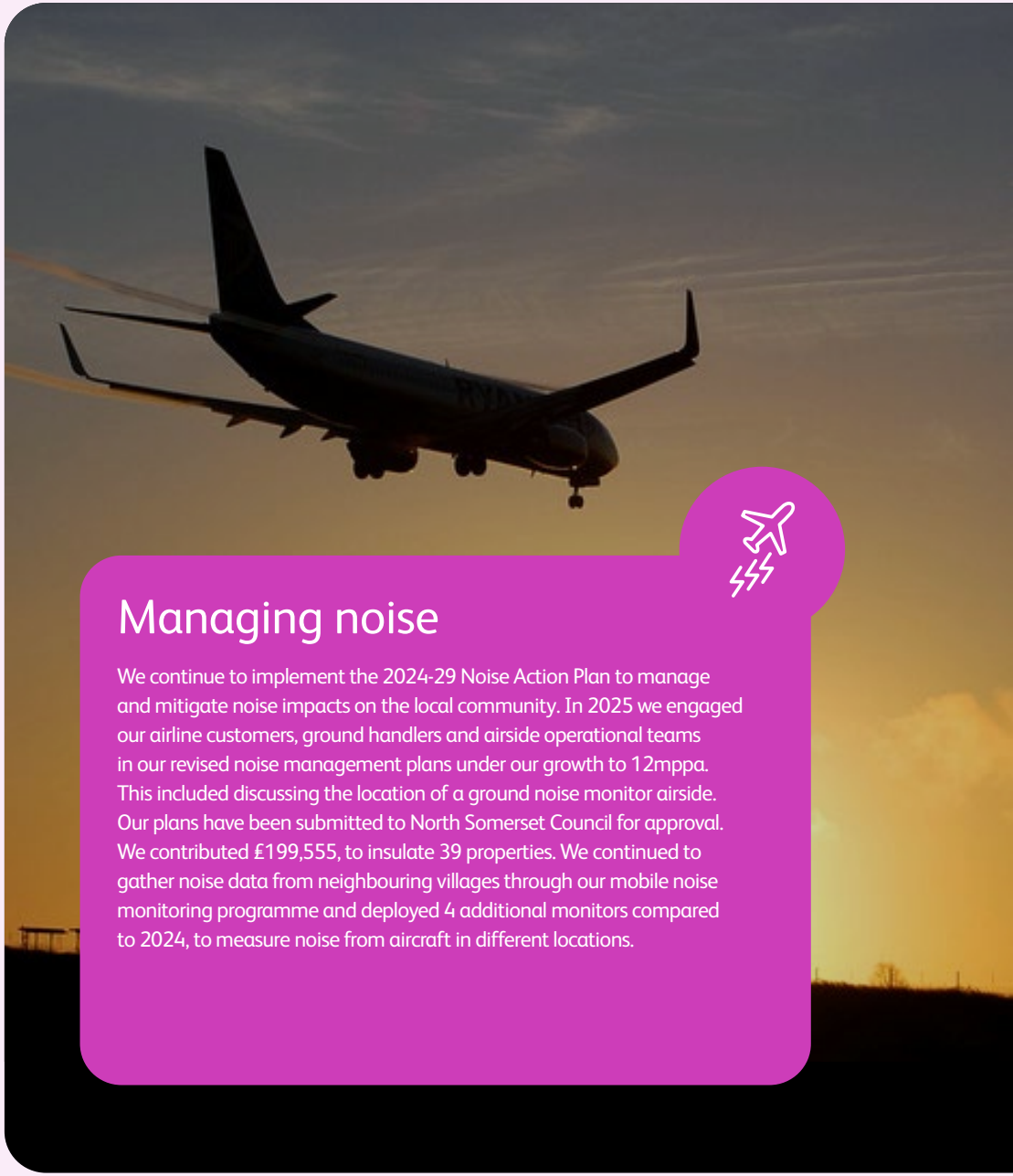


Biodiversity

In 2025, Bristol Airport made some great progress in enhancing biodiversity. Lulsgate Wood saw a big jump in wildlife activity, with lesser horseshoe bat numbers up by a massive 608 % and greater horseshoe bats increasing by 598 % compared to 2019. New ponds, bat houses, and hedgerows were set up to give animals like bats, dormice, badgers, and birds better places to live and thrive – 35 bird species were spotted, with 12 confirmed as nesting there. Dexter cows joined the conservation team, helping to keep the woodland open and healthy while providing food for bats. New trees were planted, and a traditional orchard was funded to help bats and other wildlife in nearby areas. The three ponds created in 2024 were further naturalized and maintained water levels throughout the year despite dry weather, offering habitats for amphibians like palmate and smooth newts, as well as aquatic plants and drinking spots for mammals and birds.

608% increase in Horseshoe bats

35 bird species were spotted, with 12 confirmed as nesting



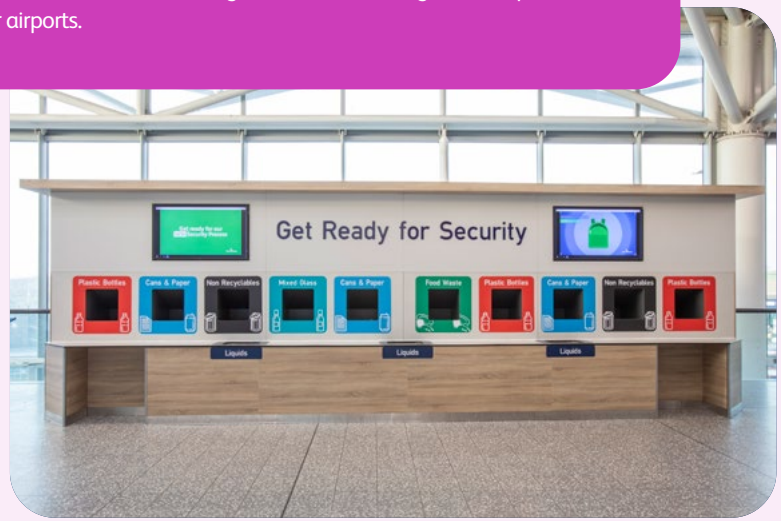
Managing noise

We continue to implement the 2024-29 Noise Action Plan to manage and mitigate noise impacts on the local community. In 2025 we engaged our airline customers, ground handlers and airside operational teams in our revised noise management plans under our growth to 12mppa. This included discussing the location of a ground noise monitor airside. Our plans have been submitted to North Somerset Council for approval. We contributed £199,555, to insulate 39 properties. We continued to gather noise data from neighbouring villages through our mobile noise monitoring programme and deployed 4 additional monitors compared to 2024, to measure noise from aircraft in different locations.

Reducing waste, increasing recycling

2025 has been a record-breaking year for recycling at the airport, showcasing the full impact of our fully operational on-site sortation facility. On average, we recycled 74 % of our waste across the year – and in December alone, we reached an impressive 86 %. This success is driven by strong engagement from our employees and business partners, combined with having the right facilities in place.

We are continuing to trial the inclusion of international catering waste (cabin waste) within our dry mixed recycling stream, following extensive collaboration with DEFRA, the Animal & Plant Health Agency, waste providers, and airlines to establish industry-wide guidance for collecting and recycling waste from aircraft. It's been incredibly rewarding to see the impact of this work, with the guidance now serving as a blueprint for other airports.



Increasing sustainable modes of travel

We recognise that access to the airport could be improved and we're working hard to increase our public transport modal share in line with our target to increase the passenger modal share by 2.5 % and to achieve 30 % of airport employees commuting using sustainable travel arrangements upon reaching 12mppa. Our 2025 staff travel survey highlighted that 29 % are now travelling by non-single occupancy vehicle. Our bus connectivity continues to see strong growth, with around 1.37 million journeys during 2025 on the A1 Airport Flyer, which connects the Airport with central Bristol. 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 overall passenger public transport mode share for 2025 was 19.8 %, up from 18.6 % in 2024. The A3 Weston Flyer has had a stand-out year, with some 180,000 passengers using the service – 45 % of those being Airport employees, who travel at no cost, a unique situation across all UK Airports.

Goal 4:

Support our communities and enable our region to thrive

Goal 4: **Support our communities and enable our region to thrive**

TARGETS	2025 UPDATE
Deliver employment and skills interventions and a programme of activities with education providers to support local communities in accessing jobs at the Airport, targeting support for individuals from underrepresented groups, those living in deprived areas and those who experience barriers to entering the workplace	See update on page 24
Increase our school's engagement and awareness programme 10% year on year to 2030	See update on page 24
Work with Visit West and other partners to promote our region and increase inbound tourism and work with our airline partners to increase flight routes	Progressing
Maintain the community fund with annual investments of £150,000 per annum to support community projects and initiatives in the communities most affected by Airport operations	See update on page 25

School engagement, skills and employment

Supporting the local economy is central to building long-term prosperity across our region. Creating high-quality, sustainable jobs starts with education, which is why we are deeply committed to championing STEM learning and inspiring the next generation to pursue careers in aviation. We work closely with local schools to help our communities understand the vital role the airport and aviation play in connecting people and places, while reinforcing our commitment to providing meaningful, skilled employment for local people. In 2025, we increased our school's engagement by 12 %, delivering workshops and outreach sessions to more than 2,700 students and surpassing our 10 % year on year target.

It has been a landmark year for construction and development at the airport as we prepare the terminal to support growth to 12 million passengers per annum. Alongside this expansion, we continue to work closely with our key contractors, Griffiths and Farrans JV, to maximise social value and community benefit. Their support has helped deliver a range of local initiatives. Through the Public Transport Interchange, Griffiths and Farrans registered 18 apprentices, with over 6,000 hours worked.

Our investment in the region is also reflected in employment opportunities: in 2025 alone, 23 people from the Bristol area were recruited to support our development programme – ensuring that growth at the airport directly benefits the communities we serve. Our Achieve fund support underrepresented groups get back into the workforce, 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.

Apprenticeships

Apprenticeships at the airport 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 programme, across Engineering and Motor Transport, exceeding our target of 5.

Community Fund

We are proud of the contribution we make to the local community through our community funding programmes, which support a wide range of local initiatives, including noise mitigation, transport, and biodiversity projects. Through the Bristol Airport Local Community Fund, Diamond Fund, and Noise Mitigation Grant Scheme, the Airport awarded a record £349,000 to 103 community projects across North Somerset and South Bristol. This represents the largest annual investment in local initiatives in the Airport's history and reinforces our long-term commitment to delivering meaningful benefits for neighbouring communities.

In total, £104,000 was awarded through the Local Community Fund to support 15 community projects, while a further £45,000 from the Diamond Fund supported 49 projects. An additional £200,000 was provided through the Noise Mitigation Grant Scheme, enabling 39 local properties to install new windows and/or acoustic loft insulation.

Individual grants ranged from £500 to £12,000. Supported projects included a new community minibus for the village of Wrington; a windows and doors refurbishment at Groundwork South Goblin Combe Outdoor Learning Centre in Cleeve; a biodiversity initiative for Winford Parish Council; noise insulation for the pavilion at the King George V playing field in Cleeve; and a pond restoration project at Winford Church of England Primary School.

Working with our supply chain

We worked with our top ten suppliers to pilot our sustainability supply chain charter, which contains a number of metrics to monitor the environmental performance of our suppliers, furthering our understanding of their sustainability ambitions and encouraging best practice across our value chain. The pilot successfully established a baseline for assessing supplier sustainability maturity and aligning practices with our Sustainability Strategy. The Charter outlines key focus areas and expectations, enabling us to monitor environmental performance, understand supplier ambitions, and encourage best practices across the value chain. Key outcomes include evidence of suppliers implementing board-approved ESG strategies, measuring and reporting carbon emissions, setting carbon reduction targets aligned with recognised frameworks, and actively reducing energy use and emissions. This pilot has transitioned us from policy intent to actionable, measurable data, while identifying areas for improvement in supplier reporting capabilities. It provides a foundation for future tracking, targeted expectations, and fostering continuous improvement.

What's next?

1

Goal 1: Net Zero operations by 2030

- Build energy centre, removing gas onsite by end of 2026
- Identify opportunities to reduce water consumption
- 6 new electric landside buses

2

Goal 2: reduce indirect emissions and support the development of zero emissions flight

- Launch 2026 Aviation Carbon Transition Programme

3

Goal 3: protect and enhance our local environment

- Maintain 70 % and above recycling rates
- Introduce new bus routes, relaunch car share and launch the electric A1 and A3 flyer

4

Goal 4: Support our communities and enable our region to thrive

- Progress the supply chain sustainability charter and support second tier roll out

Bristol Airport

bristolairport.co.uk