

Environmental Effects

Q4 2025

Agenda

- Matters arising from previous minutes – HP
- General Sustainability Update - HP
- Environmental Update - HP

Public Transport Mode Share

- Section 106 requirement under 10mppa was to reach 15% Public Transport Mode Share (PTMS) by 10mppa, measured using bus ticketing data.
 - This was achieved with a PTMS of 15.1% for 2024 calendar year.
- Section 106 requirement under 12mppa is to reach +2.5% PTMS against a 'rebaselined' PTMS, measured using CAA Departing Passenger Survey (instead of bus ticketing data).
 - CAA survey is used at all major UK airports, with consistent and robust sampling and validation methodology.
 - Other major airports with similar planning obligations for mode share targets already use CAA survey for determining compliance – for example, London Luton.
 - Rebaselining exercise determined equivalent CAA PTMS was 17.6%, with new target subsequently set at 20.1%.
 - Key difference is that CAA PTMS is based on 'main mode', so also accounts for rail use, which both the Airport and the Council are seeking to promote further for long-distance trips.
 - Further information on the CAA Departing Passenger Survey can be found on CAA's website:
<https://www.caa.co.uk/data-and-analysis/uk-aviation-market/consumer-research/departing-passenger-survey/>

Main Mode – Worked Examples

- CAA survey records all modes used for a surveyed individual's journey, and then allocates 'main mode'.
1. Passenger A travels to BRS from Cardiff, by taking an Uber to the coach station, followed by National Express to BRS.
 - Mode A – Uber
 - Mode B – National Express
 - Main mode – National Express
 2. Passenger B travels to BRS from east Bristol, by catching a local bus to Temple Meads, followed by the A1 to BRS.
 - Mode A – Local bus
 - Mode B – A1 Flyer
 - Main mode – A1 Flyer



Main Mode – Worked Examples

3. Passenger C travels to BRS from Penzance, by taking a train to Temple Meads and then a taxi from the station to BRS.
 - Mode A – National rail
 - Mode B – Taxi
 - Main mode – National rail

 4. Passenger D travels to BRS from Birmingham, by driving to a B&B on the A38, parking their car at the hotel and catching the A1 to BRS.
 - Mode A – Private car
 - Mode B – A1 Flyer
 - Main mode – Private car
- As shown in Example 4, some trips which include the bus are no longer counted towards PTMS target.



Main Mode – Worked Examples

5. Passenger E travels to BRS from Lawrence Hill, by taking a train to Temple Meads and then the A1 to BRS.
 - Mode A – National rail
 - Mode B – A1 Flyer
 - Main mode – A1 Flyer

 6. Passenger F travels to BRS from Swindon, by taking a train to Temple Meads and then the A1 to BRS.
 - Mode A – National rail
 - Mode B – A1 Flyer
 - Main mode – National rail
- As shown in Examples 5 and 6, where trips utilise both train and bus, main mode will differentiate whether that trip is considered a bus PT trip or a rail PT trip, so it is not counted twice when reporting main mode PTMS.

Questions on 2024 Annual Monitoring Report

Sustainability Update

Hannah Pollard

Our progress

Supporting BP transition to EV

New chargers across site: Lulsgate House, Delivery Yard, Fire Station and Silverzone car park.

Waste

Surpassing 65% recycling target month on month.

Working with airlines

Consultation on Noise Control Scheme to manage air noise.

First airline league table launched.

Public transport

Public Transport Interchange opened.

Free staff travel on A4.

Supporting innovation and zero emissions flight

4 projects supported under the Aviation Carbon Transition Fund

Contractor for GSE pooling scheme confirmed

Understanding our supply chain

Pilot rollout of supply chain charter with 10 BPS complete

Social value

£87k raised from September's charity cycle for Great Western Air Ambulance



What's next?

Supply chain charter

Charter roll out to all other suppliers in 2026.
Materiality assessment in Q4 2025

Terminal decarbonisation

Confirm design and cost plan for energy centre
6 EVs coming in 2026
25% onsite renewable energy by end of 2025

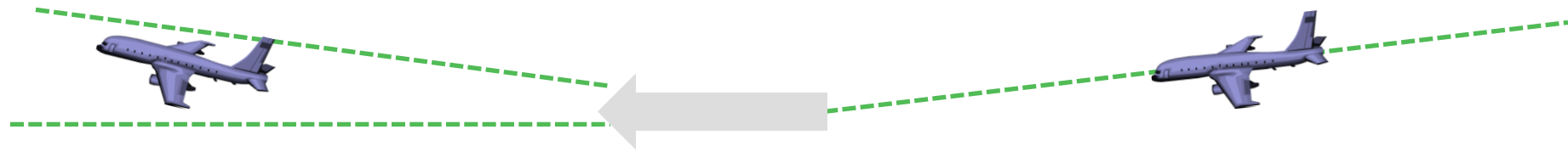
Indirect emissions

Roll out GSE pooling scheme
Relaunch car share
EV charger strategy

Environmental Update

Hannah Pollard

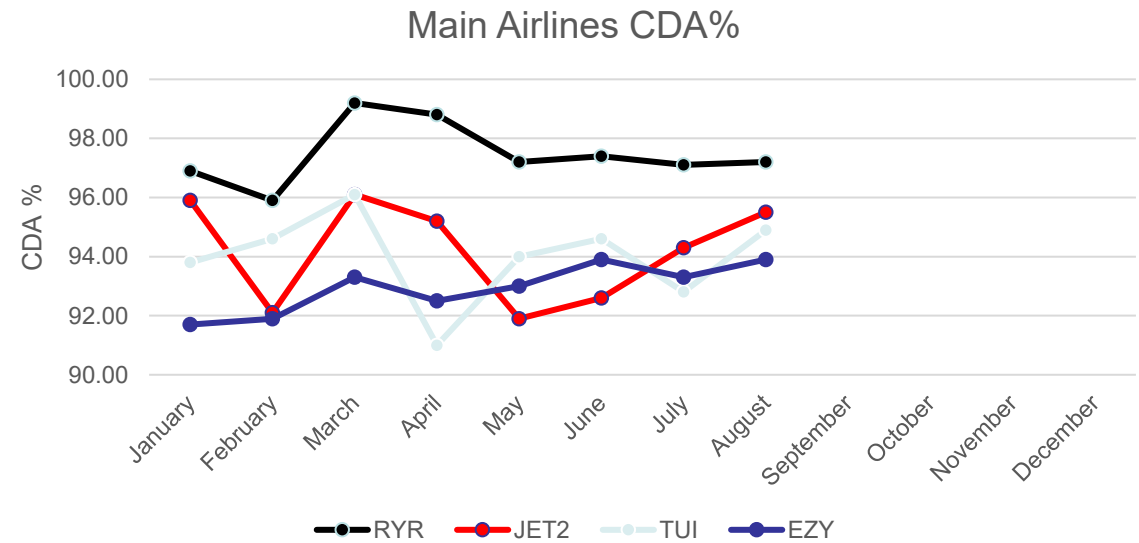
Continuous Descent Approaches



Track Keeping- within Departure Noise Preferential Routes

Continuous Descent Approach- higher for longer with smooth decent

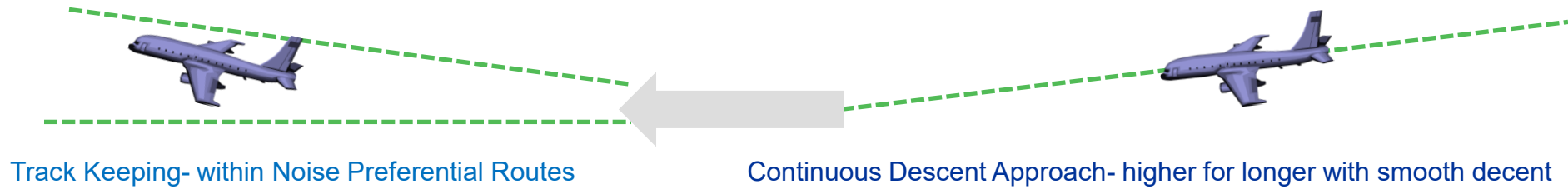
2025	July	August
Total Arrivals	3556	3369
CDA% (All Airlines)	90.38	91.36
YTD	89.86	90.05
CDA% (Main Airlines)	94.38	95.38
YTD (Main Airlines)	94.54	94.65



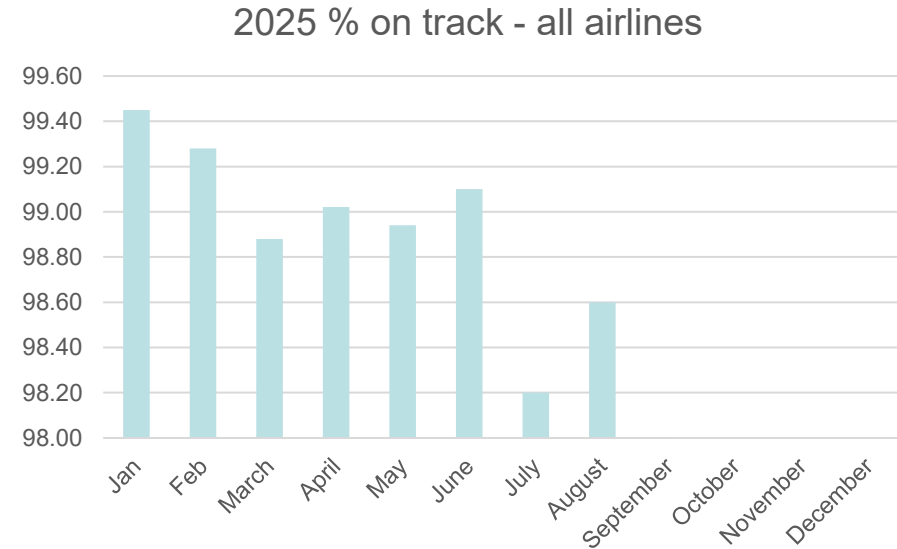
Positive CDA performance. YTD: 95.38% for main airlines

CDA performance continues to be strong. RJR has strongest CDA performance in H1, averaging at 95.6%.

Airspace Activity- Approach and Departure – All Airlines



2025	Departures	Violations	% on track
June	3,514	33	99.1
July	3,559	61	98.2
August	3,491	49	98.6



Notes:
 % dropped below 99% due to short, frequent periods of poor weather

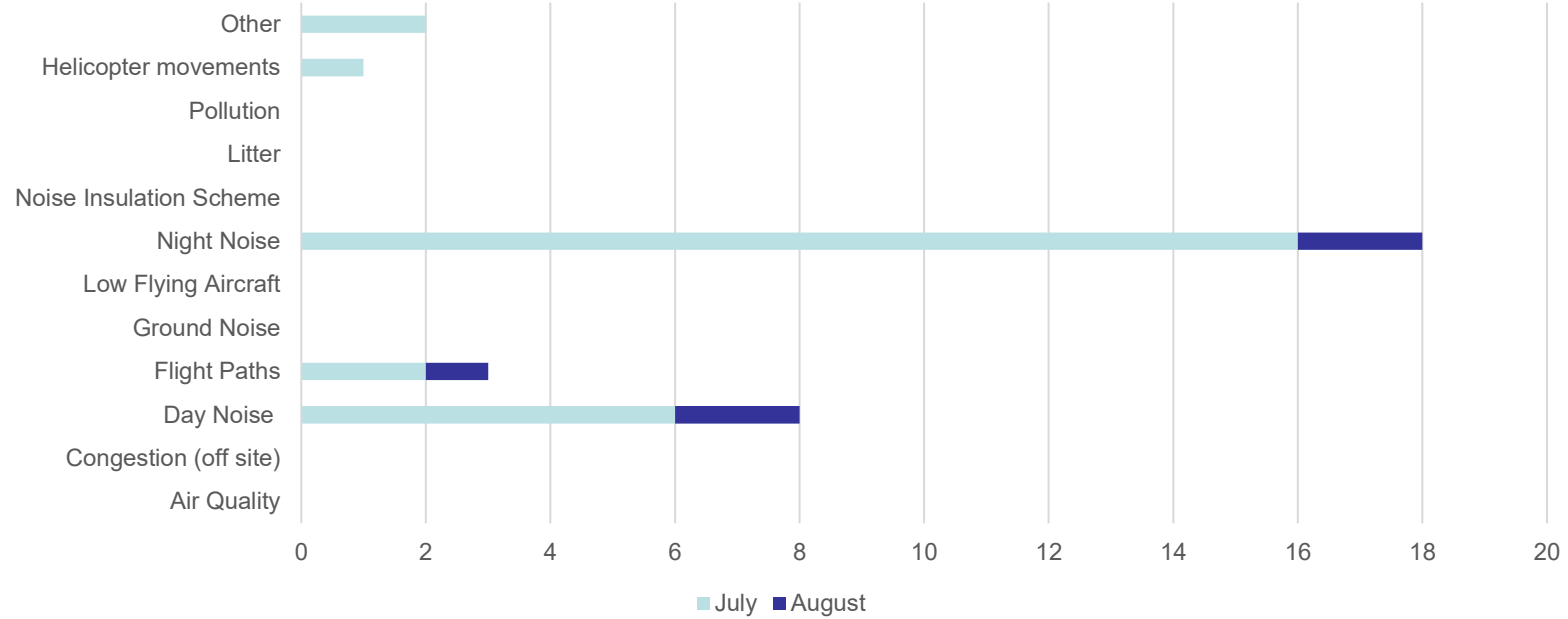
Data only inclusive of movements of Aircraft over 5700kg from 2024

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

Track keeping – up to 4,000ft

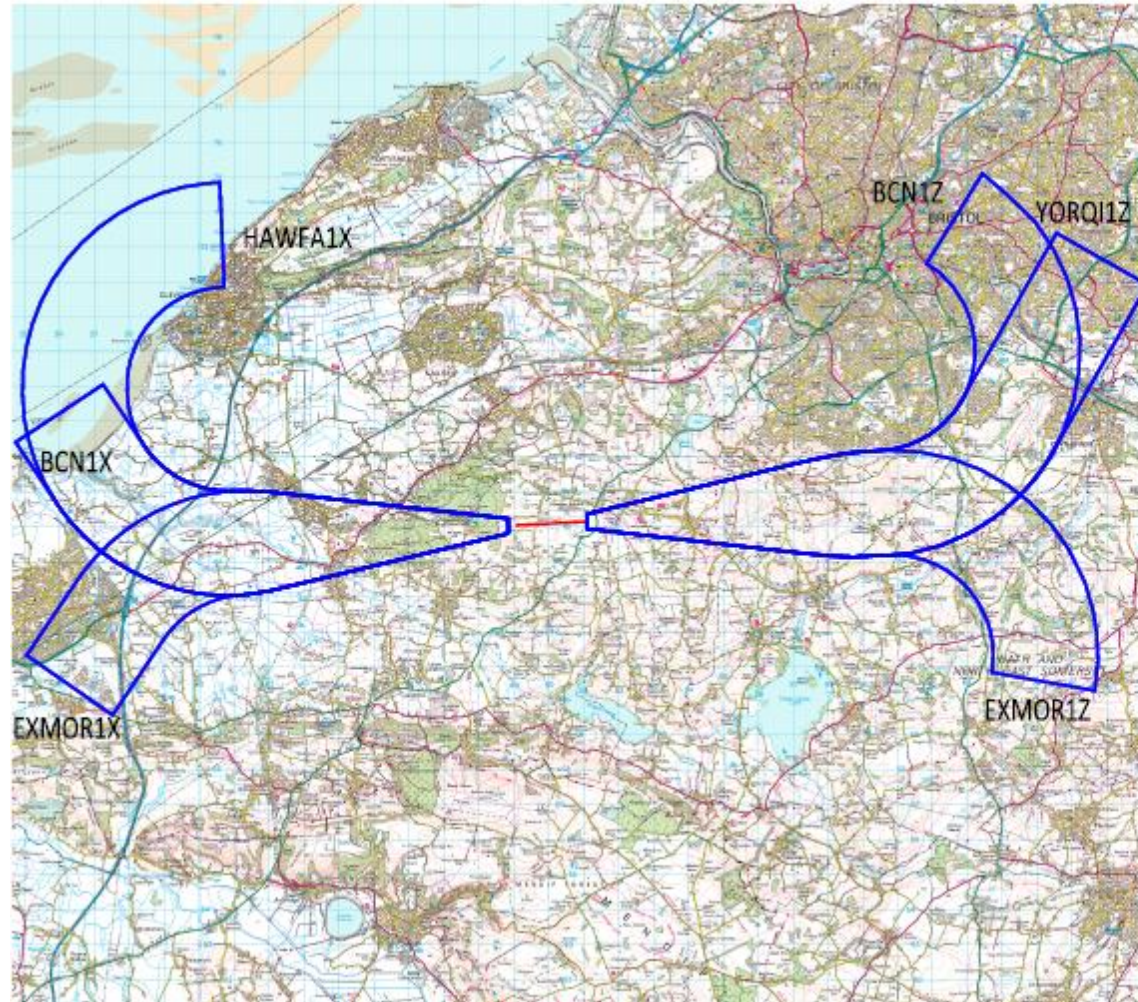
Environmental Complaints – Q4

Q3 2025 Nature of Complaints



	January	February	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
2025	6	14	13	14	37	29	31	21					113
2024	10	12	27	27	43	37	27	28	22	39	13	9	294

Noise Preferential Routes



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LEGEND:

- Bristol Airport Runway
- Departure Route Corridor

Rev	Date	Description	Initials

REVISIONS

**Bickerdike
Allen
Partners**
Architecture
Acoustics
Technology

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**Bristol Airport
Noise Action Plan**

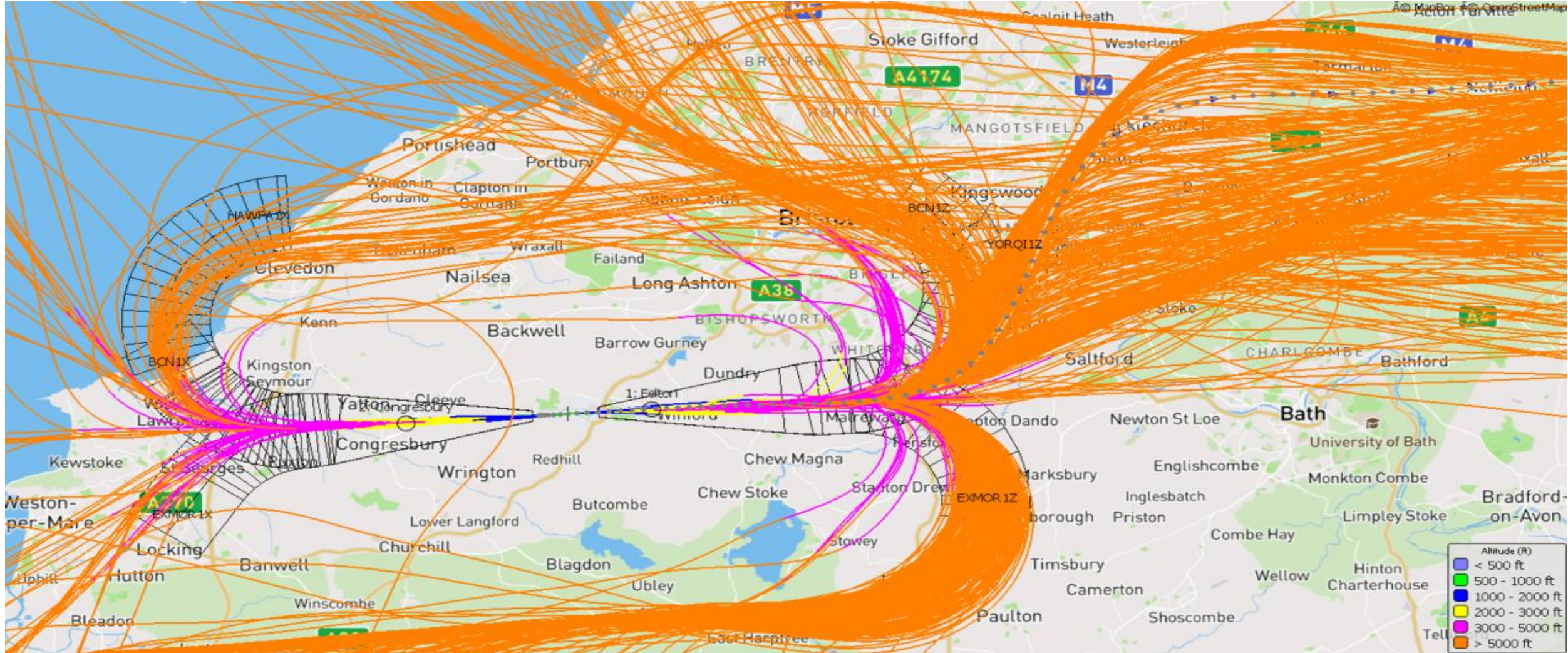
Departure Route Corridors

DRAWN: JC CHECKED: MW
DATE: June 2023 SCALE: 1:150,000@A4

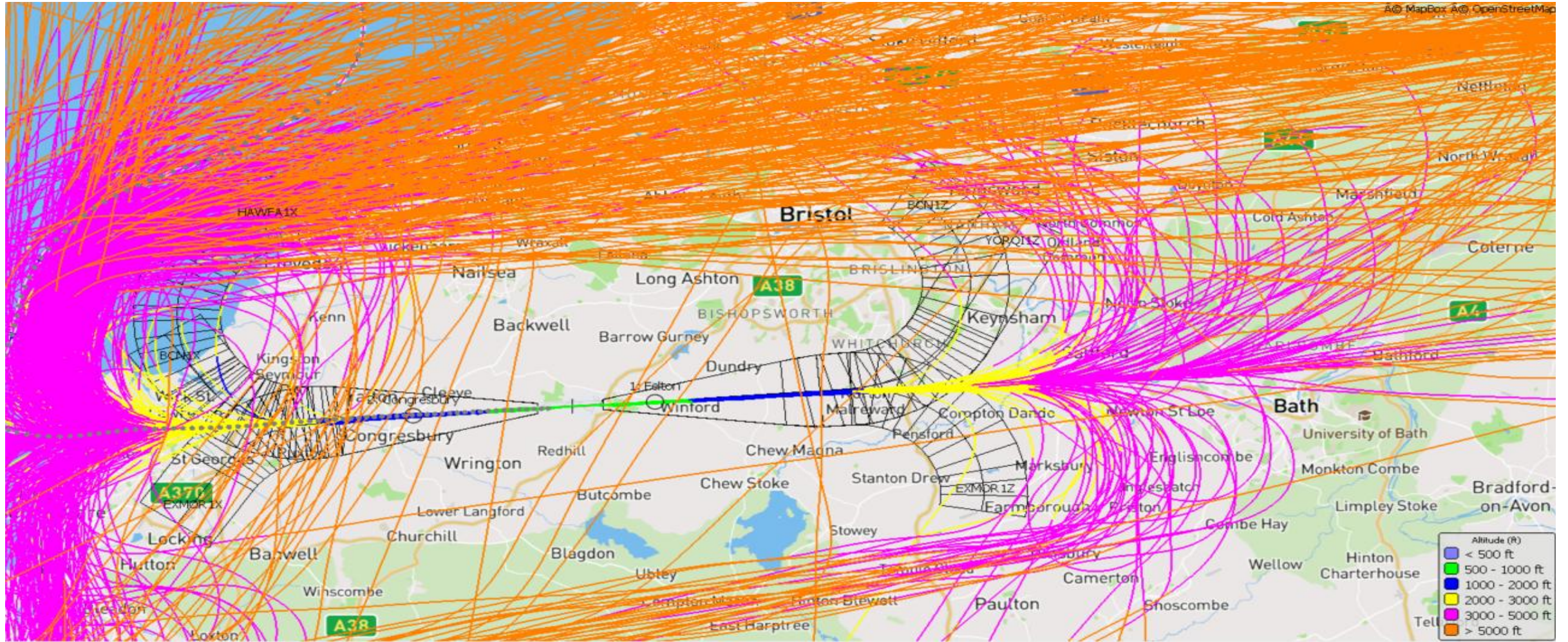
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Departure Tracks by Altitude – WC 18/08



Arrival Tracks by Altitude – WC 07/02





To discuss:

**2026 sessions
AOB?**