

Environmental Monitoring Report

2nd Quarter: April - May 2024

Agenda

- Actions from last meeting
- General Sustainability Update
- Environmental Update
- Overview of Environmental Management at BRS
 - Deep dive: waste
- AOB: AMR feedback

Actions from last meeting

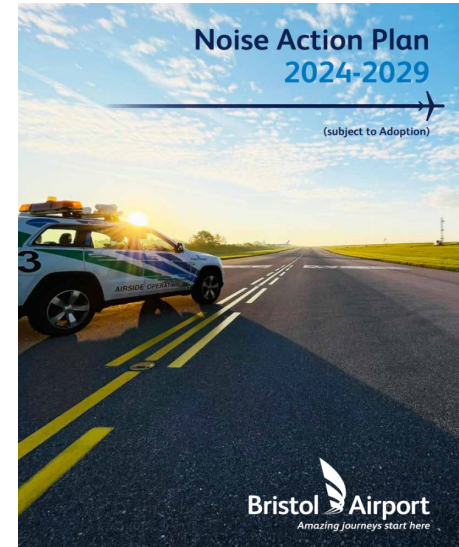
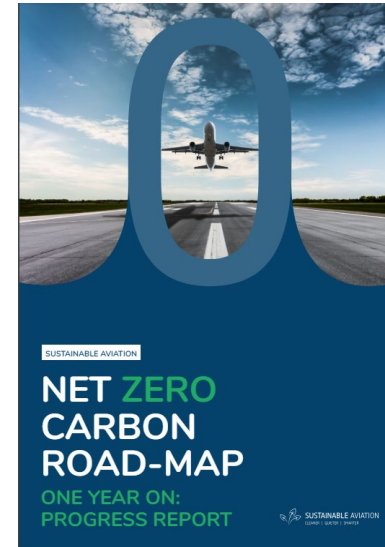
Hannah Pollard

Q2 General Sustainability Update

Hannah Pollard

Sustainability Update – Q2 2024

- Ministerial adoption of 2024-2029 Noise Action Plan delayed due to 4th July election. Will be published on our website as "draft" for now.
- Sustainable Aviation "one year on" net zero report published. Hydrogen trial of GSE at Bristol Airport mentioned in the foreword.
- Project acorn: report on hydrogen trial drafted and will be sent to Connected Places Catapult by mid-June.
- Onsite recycling figures increasing. Onsite sortation facility to be installed over summer to further increase recycling rates.
- Supply Chain Sustainability Charter drafted and under Exec review. Soft launch at Sustainable Procurement event hosted by BRS in June.
- Aviation Carbon Transition Programme launching this week.



Aviation Carbon Transition Programme

Dan Samson

What is ACT?

- ACT - Aviation Carbon Transition
- The fund is limited to £250,000 per annum
- It provides individual grants of up to £50,000
- Aims to kick start and fast track decarbonisation initiatives in the South West focusing on Scope 3 emissions

Previous ACT Successes

- In 2021 we launched Bristol Airport's Aviation Carbon Transition Programme (ACT).
- The ACT programme is an annual fund of £250,000 to kick start and fast track decarbonisation initiatives in the Southwest focusing on Scope 3 emissions.
- Organisations that have been awarded funding include:
 - Buckinghamshire New University for their deep dive into surface access and commuting emissions at Bristol Airport
 - EasyJet and Jet2 to accelerate the electrification of airside vehicles and equipment (Low emissions turnaround trial achieved 97% emission reduction across the trial)
 - Johns Associates Limited for exploring airfield grassland sequestration through innovative biochar absorption.

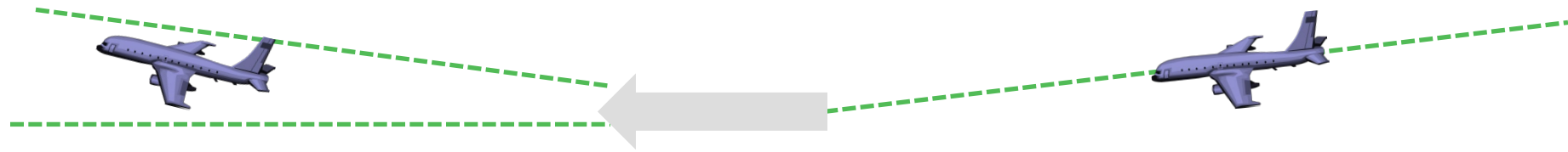
Priority Areas

- **Alternative Fuels:** Develop and research alternative fuels for aviation that have lower carbon emissions compared to traditional jet fuels. This could include biofuels, hydrogen-based fuels, or synthetic fuels. Storage, handling, aircraft refuelling/defueling, distribution, and associated technologies at Bristol Airport
- **Electricity:** including charging, storage, handling, batteries, electric distribution, and associated technologies at Bristol Airport
- **Local offsetting:** projects to generate positive carbon reduction which can be used to offset emissions from Bristol Airport where applicable
- **Innovative Technologies:** Support the development of innovative technologies and solutions that have the potential to significantly reduce carbon emissions from aviation, even if they are in early stages of development.
- **Infrastructure and Operations:** Focus on improving airport infrastructure and operational practices to reduce carbon emissions, such as optimizing air traffic management systems, implementing ground-based electric vehicle fleets, or enhancing airport energy efficiency.

Environmental Update

Whitney Love

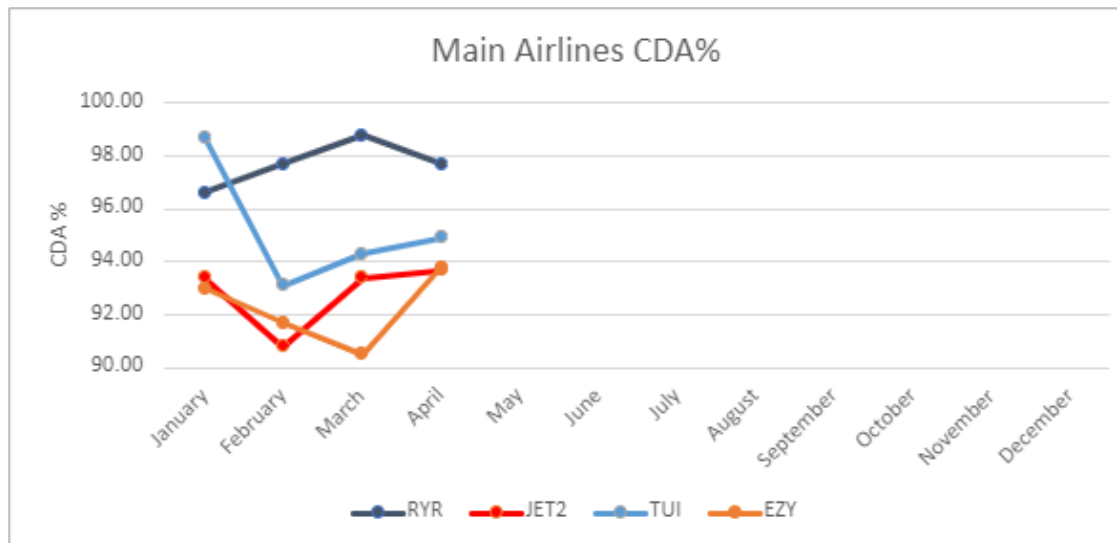
Airspace Activity- Approach and Departure



Track Keeping- within Departure Noise Preferential Routes

Continuous Descent Approach- higher for longer with smooth decent

	January	February	March	April
2024 Total Arrivals	2113	2310	2712	3059
2024 CDA% (All Airlines)	82.3	78.8	79.8	83.9
YTD	82.3	80.6	80.33	81.23
2023 CDA% (Main Airlines)	95.43	93.3	94.25	95.03
YTD	95.43	94.38	94.33	94.51



Performing stronger YTD than in 2023 by 1.3% (93.18%)

- Factors affecting CDAs include weather and the experience of pilots operating flights that month that month
- EZY YTD performance up over 2% from 2023 in April 24. Main based airline at BRS.
- Relationship between CDA performance and Airline landing gear deployment procedure
- CDA all airlines over 83%

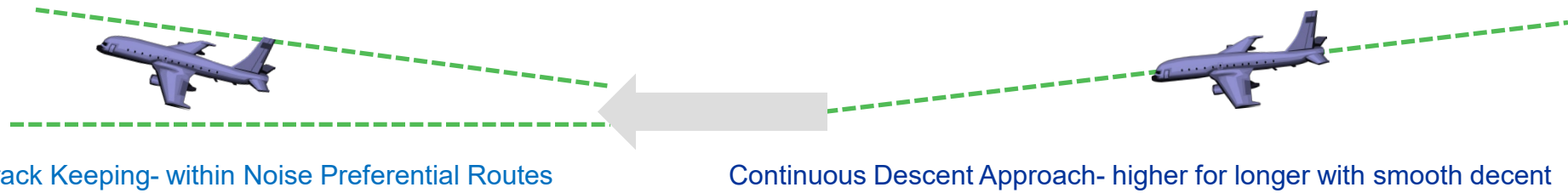
Engagement with airlines: flight path and glide slope for low drag approach

EZY– landing gear deployed ~2250ft in normal ops – declaration, 6nm

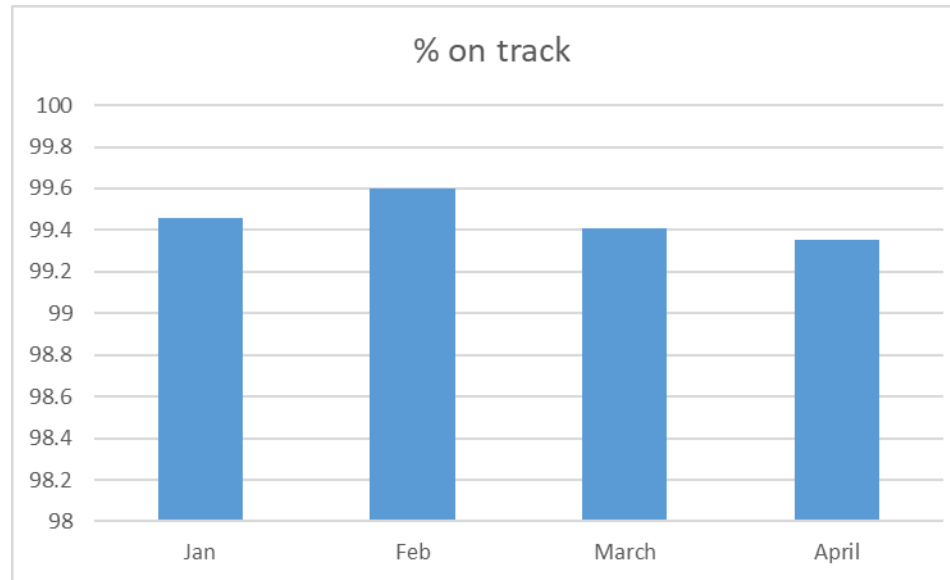
Jet2 - ~1300ft

RYR - ~500ft

Airspace Activity- Approach and Departure



2024	Departures	Violations	% on track
Jan	2,036	11	99.46
Feb	2,264	9	99.6
March	2,685	16	99.41
April	3,101	20	99.35
Average			99.455



Data only inclusive of movements of Aircraft over 5700kg

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

Tracking breakdown of Main/All Airlines from May 24 onwards.

2024 Noise Mitigation Scheme (NMS) - Live

Scheme goes live 1st week of April. Two application periods:

- Beginning of April – 1st of June
- Beginning of July – 1st of September

- £200,000 has been budgeted for the 2024 NMS. More properties will be eligible for the scheme as it now also provides funding for those within night noise contours.
- Previous schemes required a 50% contribution for some noise bands. This is no longer the case.

~£94k worth of eligible applications received to date.

Contour	Sum
60 dB $L_{Aeq, 16hr}$ (0700h – 2300h) or above	£8,000
55 dB $L_{Aeq, 8hr}$ (23:00 to 07:00)	£5,550
57 dB $L_{Aeq, 16hr}$ (0700h – 2300h)	£5,000

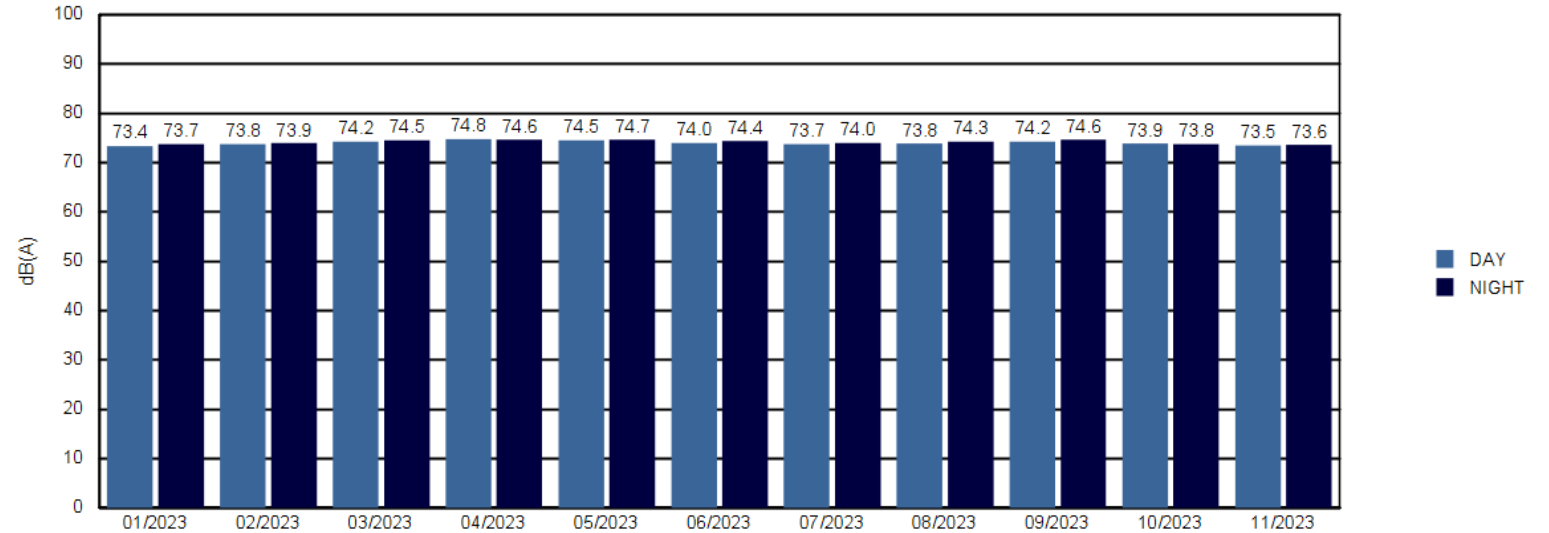
Day and Night Noise Climates 2022 vs 2023

Noise climate definition:

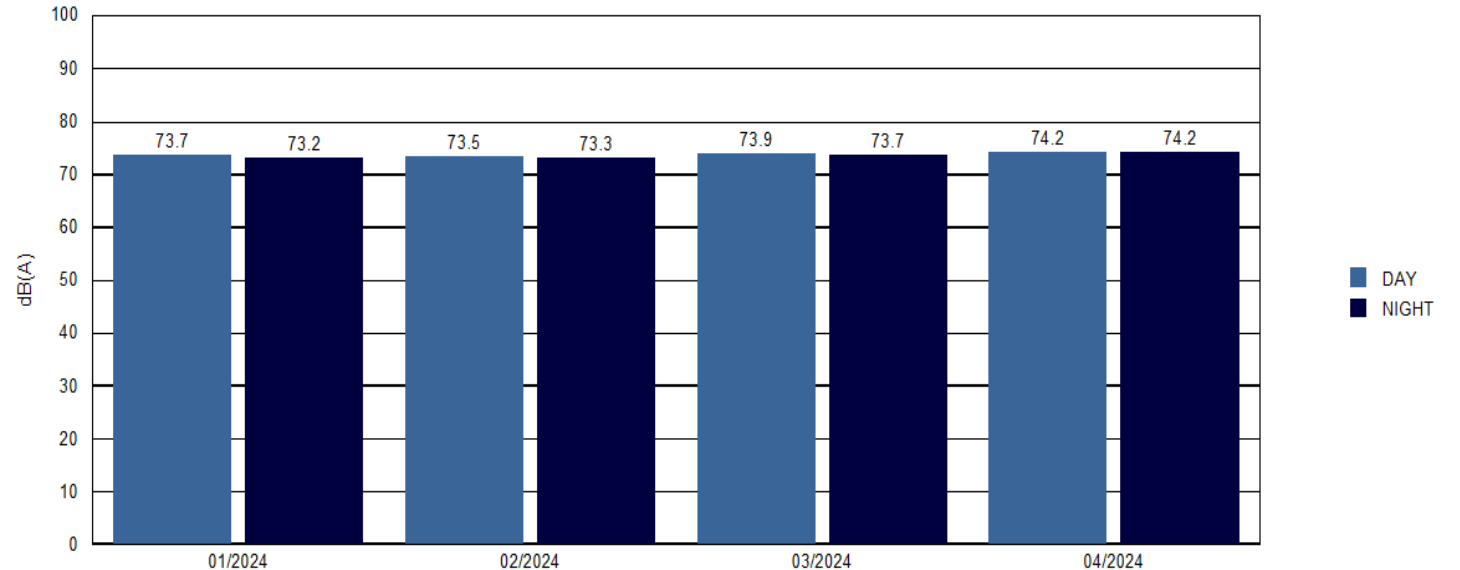
A noise climate is the average sound level experienced over a set time. In this case, noise is measured over the day period (0600 to 2330) and night period (2331 to 0559) for each month of the year at each of the Airport's static noise monitoring stations

Noise monitors in Felton, Congressbury and Littleton Hill

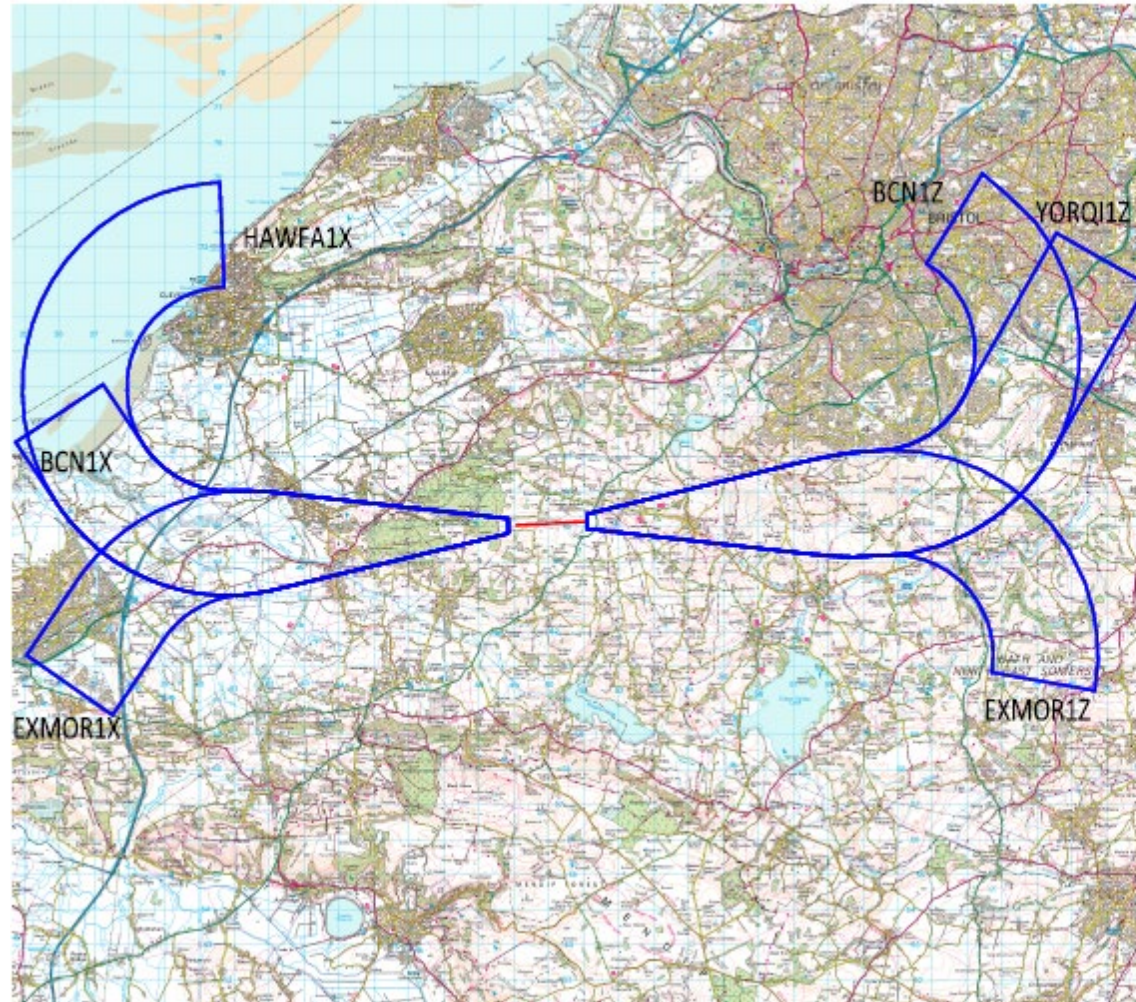
Lower average noise recorded YTD in 2024 than 2023



2024



Noise Preferential Routes



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LEGEND:

- Bristol Airport Runway
- Departure Route Corridor

Rev	Date	Description	Initials

REVISIONS

**Bickerdike
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**Bristol Airport
Noise Action Plan**

Departure Route Corridors

DRAWN: JC CHECKED: NW

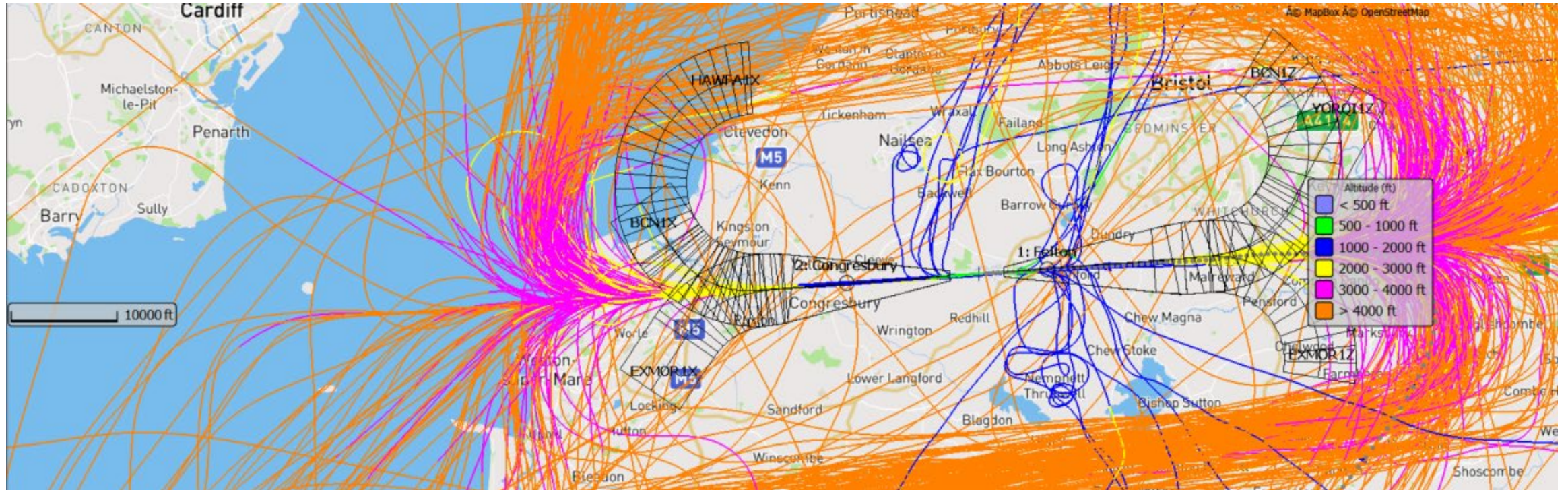
DATE: June 2023 SCALE: 1:150,000@A4

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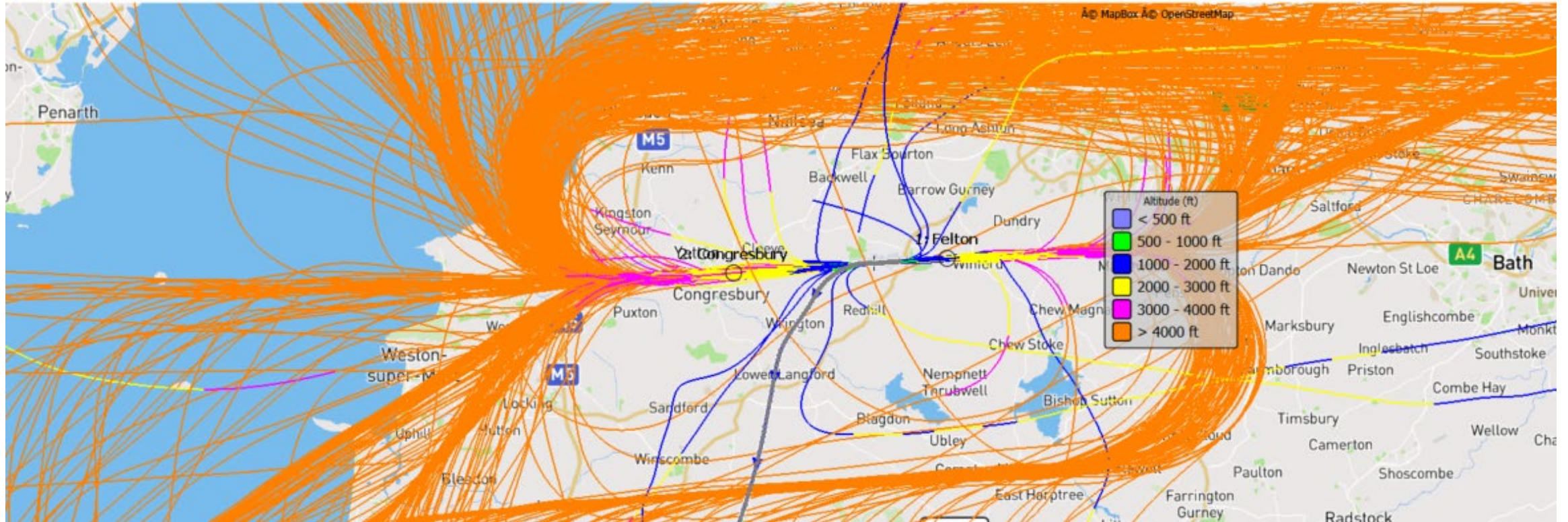
Departure Tracks by Altitude – WC 29/04 - Arrivals



Includes all flights

- Commercial
- Helicopter
- Private
- Flight School

Departure Tracks by Altitude – WC 29/04 – Departures - All



Environmental Management at BRS

Environmental Management

There are different environmental aspects at BRS arising from our operations (Scope 1 and 2) which we control, manage and mitigate where possible.

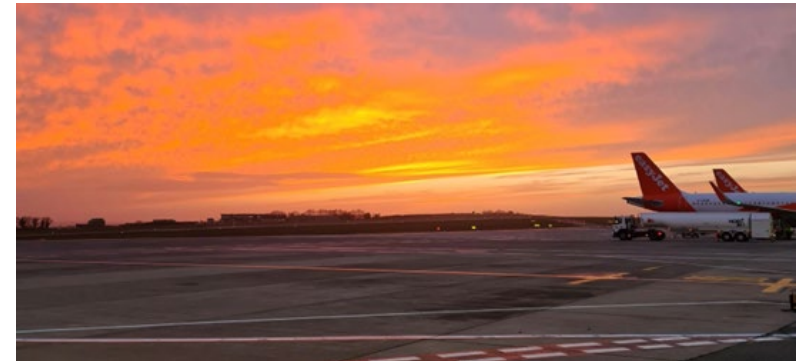
These aspects are identified through our Aspects and Impacts Register, plus our legal compliance register.

Example High Risk Operations

- Delivery of fuel
- Efficient use of airfield infrastructure
- Passenger waste
- FOD
- Discharge to water
- Gas and electricity use

Example Aspects:

- Water
- Biodiversity
- Waste
- Noise
- Air
- Resource use



Governance

- Health, environment and Sustainability Board (HeSS)
- Department involvement
- Training
- Policy
- All links to risk and legal registers



Waste Overview

Lisa Wildblood

What Are We Recycling?



**2024 Target:
65% on site
recycling**

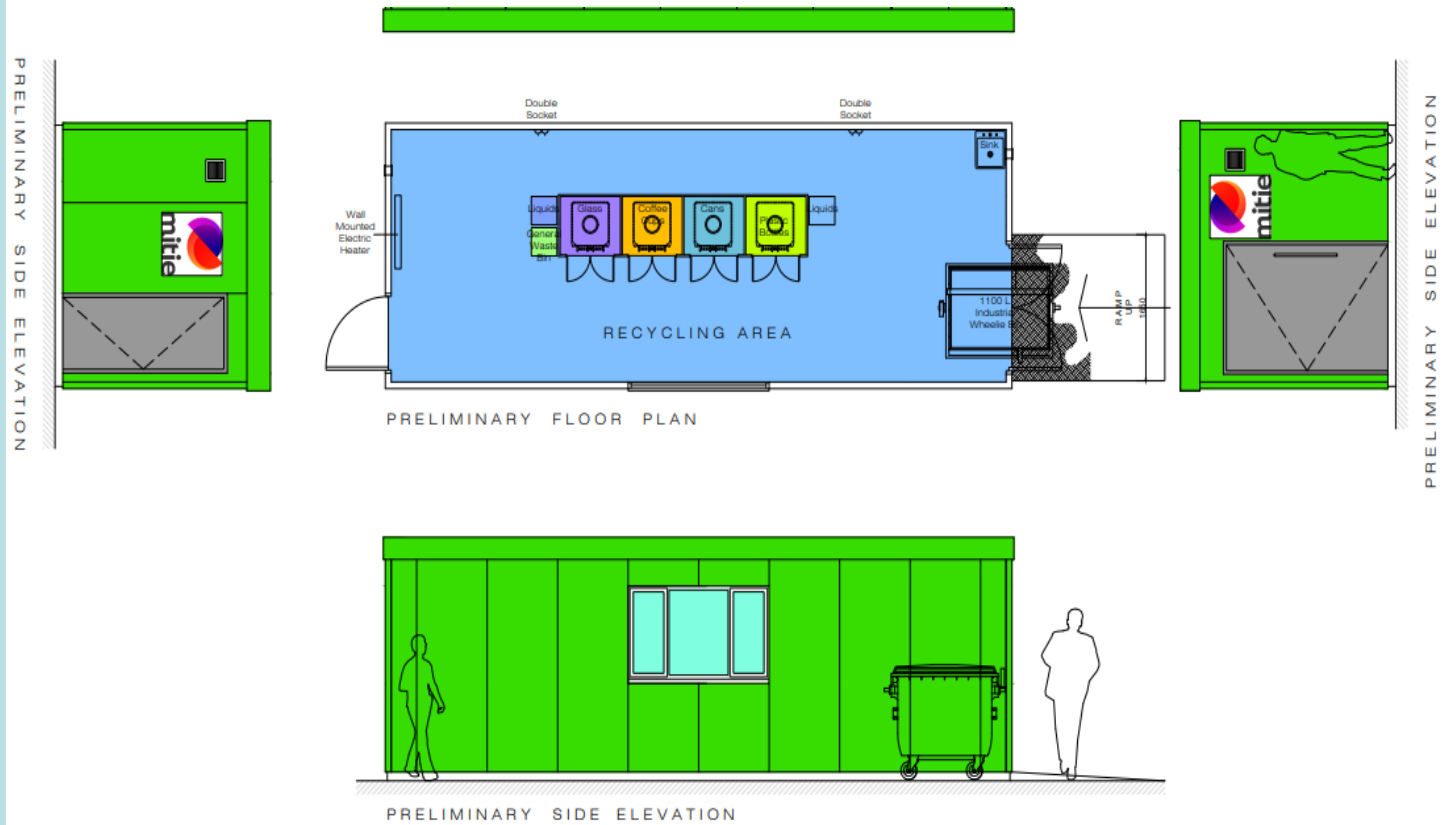
How are we recycling?

- Outsourced to Mitie Environmental
- Compactors/bins
- Monthly reporting
- Stakeholder engagement



Sortation Facility

- Facility for separating waste from terminal and car parks
- Further segregation of DMR/Wax coated cups
- Baling cans
- Impact on recycling target
- BHX feedback



AMR feedback

All