

Community Investment Policy

Alongside its responsibilities to minimise the negative impacts of its operations, Birmingham Airport recognises that it can make a positive contribution to the health and wellbeing of neighbouring communities through investing funds, time and other resources to benefit a range of local organisations.

This Policy sets out the scope of our programme and provides clarity and guidance, for both internal and external stakeholders, on how community investment decisions are taken.

What is a Community Investment?

Community investment may be made by means of:

Financial:

- Community Trust Fund Awards *
- Other Grants
- Financial Sponsorship

In-Kind:

- Staff time through volunteering (see separate policy)
- Advice & Support
- Access to Airport Facilities
- Gifts & Prizes.

Who is eligible for Community Investments?

Community Investments will be made to:

- Community groups
- Voluntary Organisations
- Community Interest Companies
- Social Enterprises
- Community Benefit Societies or Clubs
- Registered Charities

Financial contributions will not be made to individuals. Community Investments will be considered regardless of age, race, gender, sexual orientation, or religion.

What will Community Investments support?

Community Investments will be made in support of projects delivering:

- Health & Wellbeing
- Employment, Education and Skills Development
- Community Cohesion and Inclusivity
- Environmental Improvement
- Charitable Giving, including support for a nominated charity partner

Where will Community Investment be targeted?

**Community Investments will be made to projects operating in our Area of Benefit
See Appendix A**

The Area of Benefit reflects those communities impacted by aircraft operations at Birmingham Airport and is based on considerations such as:

- The project's proximity to the airfield
- The project's location in relation to flightpaths
- The frequency of aircraft activity at the project location
- The height of aircraft at the project location

When considering community investment decisions, the Airport Sustainability team will use its knowledge of local circumstance to consider impact against these criteria. Community investments will only be made to projects operating outside our Area of Benefit in exceptional circumstances.

What other criteria will be used when considering Community Investments?

Birmingham Airport recognises that there are some communities within its Area of Benefit which suffer from significant levels of deprivation and believes that it should prioritise its community investment towards those areas where need is greatest and where it can have the greatest impact.

Accordingly, we operate our '30-30-40' scheme, which recognises higher levels of deprivation in communities to the north of the airfield and seeks to target resources here. We aim to deliver 30% of community investment to North Solihull, 30% to East Birmingham and the remaining 40% among remaining affected communities, where levels of deprivation and social need are generally less acute.

* The Birmingham Airport Community Trust Fund operates under a Declaration of Trust with its own specific terms and conditions, (details of which are available at <https://birminghamairport.co.uk/about-us/community-and-environment/community-investment/>), but these are very closely aligned to this Community Investment Policy.

Appendix A

Community Investment Policy Areas of Benefit

The Area of Benefit reflects those communities impacted by aircraft operations at Birmingham Airport. Community investments will only be made to projects operating outside our Area of Benefit in exceptional circumstances.

Eligible postcodes are weighted to reflect the degree of impact of aircraft operations, based on considerations such as proximity to the airfield, location in relation to flightpaths, frequency of aircraft activity and aircraft height at given locations. The Airport Sustainability team will use its knowledge of local circumstance to consider impact against these criteria. This weighting is shown below, where Tier One will receive the greatest consideration. It should be borne in mind that some postcodes cover large areas within which degree of impact will vary considerably.

Tier One			
B26 2	Sheldon	B35 7	Castle Vale
B33 0	Garretts Green/Tile Cross	B36 8	Hodge Hill
B33 8	Stechford	B36 9	Castle Bromwich
B33 9	Kitts Green	B37 7	Marston Green
B34 6	Bucklands End	B91 2	Solihull/Catherine de Barnes
B34 7	Shard End	B92 0	Hampton in Arden
B35 6	Castle Vale	B92 9	Elmdon
Tier Two			
B8 2	Ward End	B26 3	Sheldon
B8 2	Washwood Heath	B36 0	Smiths Wood
B9 5	Bordesley Green	B37 5	Fordbridge
B23 5	Short Heath	B37 6	Kingshurst
B23 6	Short Heath	B76 1	Pype Hayes
B24 0	Erdington	B92 7	Solihull/Lyndon
B24 8	Erdington	B92 8	Elmdon
B24 9	Tyburn	CV7 7	Balsall Comon/Meriden
Tier Three			
B23 7	Stockland Green	B74 3	Streetly
B25 8	North Yardley	B74 4	Four Oaks
B26 1	South Yardley	B75 5	Mere Green
B40 1	NEC	B75 6	Moor Hall
B44 0	Kingstanding	B75 7	Rectory Park
B44 9	Kingstanding	B76 0	Curdworth
B46 1	Water Orton	B76 2	Walmley
B46 2	Shustoke/Whitacre	B76 9	Minworth
B46 3	Coleshill	B91 3	Solihull/Monkspath
B72 1	Wylde Green	B93 0	Knowle
B73 5	Boldmere	B93 8	Dorridge
B73 6	Sutton Coldfield	B93 9	Knowle
B74 2	Streetly		