



Sustainability Update

2020-2021
Commitment • Investment • Progress

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01 - Foreword

Welcome to our Sustainability Update for 2020/21. This update describes the progress we have made during the first year of implementing our 2020-2025 Sustainability Strategy.

When we launched our strategy, late in 2019, few could have foreseen the catastrophic impact COVID-19 would have on all of our lives. While by no means unique, the effect of the pandemic on the aviation industry has been particularly severe. The significant reduction in operations, at times an almost complete cessation of flying, has had a considerable financial impact, affecting investment, jobs and the ability of people to connect with families.

From the very start of restrictions, we took the decision to keep the airport open, to serve those for whom flying remained vital, to facilitate training and medical flights and to support cargo operations bringing vital supplies of PPE and other necessities into our region. We did this because we believed it was the right thing to do, but it came at a cost. Maintaining and operating a major piece of infrastructure like an airport is a hugely expensive undertaking. With little or no revenue, we were forced to adapt to the new reality we were all facing. This, of course, meant reassessing everything we do and, inevitably, having to take some hard decisions on investment priorities. You will see some of the outcomes of this, where we have been unable to make the progress we had planned, in this update.

Nevertheless, I remain optimistic, both for the future prospects for Birmingham Airport and for our ability to deliver on the commitments we made in our sustainability strategy. While we know we will not be able to retain all of the short-term carbon reductions we have seen during the pandemic, we have nevertheless made good progress in this area. And our strategy is, after all, a five-year programme; as restrictions on travel are lifted, demand is returning and our industry will resume more normal levels of activity. What that return will look like, we do not yet know. Almost certainly, some aspects of our business will look very different, but here too, I am optimistic.

During the pandemic, necessity has very much proved to be the mother of invention. In many areas, particularly in energy use and our carbon emissions, we have taken advantage of the unique learning opportunities the situation has presented to readjust, reprioritise and to do things differently. As we recover, we do not plan to return to business as usual. We will take what we have learned and focus on rebuilding our business more sustainably.

I hope you find this update interesting and useful. Its structure mirrors, and is best considered alongside, our sustainability strategy, which provides context and more detail on the actions we are reporting on here.

As always, I welcome your comments at:

sustainability@birminghamairport.co.uk.

Nick Barton
CEO



02 - Introducing our 2020/21 Update

Context

In 2019, Birmingham Airport published a five year Sustainability Strategy from 2020-2025. The airport is committed to providing an update of progress in implementing this strategy on an annual basis.

The strategy was developed with input from a range of stakeholders, including those from industry bodies, organisations operating at the airport, local communities, businesses and government. Aligned to the UN Sustainable Development Goals and informed by The Airport Council International (Europe) Sustainability Strategy for Airports, Birmingham Airport's Sustainability Strategy focuses on nine topics covering environmental, community and economic issues.

The impact of the COVID-19 pandemic has been particularly severe for the aviation industry, with significantly reduced operations globally and in the UK. The Airport Company saw a more than 40% reduction in staff numbers and many remaining staff were placed on furlough, meaning that, to take just one example, much of the measurement, surveying and monitoring which underpins our sustainability actions simply could not take place. As a result, we have had to defer some of the actions contained within our sustainability strategy and this is reflected in the 'progress summary' sections of this update. Birmingham Airport remains focussed on achieving the intended outcomes of the Sustainability Strategy over its five year life-span.

The degree of progress, including the impact of the pandemic, has been indicated by means of a red/amber/green colour code at the header to each section, where green indicates overall good progress, red indicates limited progress and amber indicates some progress.



02 - Introducing our 2020/21 Update

Context

This year, we have made progress on each of the core themes of our Sustainability Strategy



Climate Change Mitigation

At the start of the pandemic, we established an operational Energy and Carbon Reduction Group, which resulted in a 26% reduction in emissions and a saving of 2,666 tonnes of carbon compared with 2019/2020. We now have a dedicated Energy & Carbon Manager and have been working hard to develop our Net Zero Carbon Plan, to be published early in 2022.



Climate Change Adaptation

In conjunction with the Airport Operator's Association and DEFRA, we have been involved in efforts to develop a template for an airport-specific climate risk register. It will assess risks resulting from a changing climate and will enhance consistency in the way climate risks are assessed, quantified and reported across the sector.



Local Air Quality

Our fleet of electric buses continues to operate between the terminal and the surface car parks. These six single deck electric buses have a 70% lower energy consumption compared to a diesel equivalent and don't produce harmful pollutants such as Nitrogen Oxides (NOx) and Particulate Matter (PM)



Waste, Supply Chain & the Circular Economy

During the pandemic, we have been working with our on-site partners to reduce waste and benefit community partners through the donation of foodstuffs and goods. In May 2021, for example, this amounted to 2.7 tonnes of goods worth an estimated £16,000, helping to drive our recycling rate to 38% with 100% diversion from landfill.



Water

We have identified infrastructure changes to reduce the amount of water pumped to foul. We have also identified areas where we can improve the resilience of our systems and these are now part of our capital expenditure programme.



Biodiversity

During 2020/21, we completed the annual report on our Historic Environment, Ecology and Landscape Management Plan (HEELMP), which showed good progress in the management of the rare MG4 grassland habitat on the site, along with a further study of protected species.



Noise

We achieved a rate of 87% of arrivals undertaken as Continuous Descent Approaches, reducing noise for those living beneath arrival routes. We have also worked with the Airport Consultative Committee and Solihull Council to review and approve our Night Flying Policy, ensuring it remains among the most stringent of any UK airport.



Community Investment & Wellbeing

We took an early decision to retain full funding for the Community Trust Fund, in recognition of the contribution it could make to sustaining third sector organisations hard hit by the pandemic. The Trustees met twice during the year to award a total of almost £110,000 to more than fifty local projects.



Economic Development & Employment

We were able to mitigate the impact of Covid-19 on the employment prospects of our workforce by supporting innovative schemes to make use of their skills at NHS hospitals in Birmingham, at Covid testing centres on site and in the operation of a new inland border facility at the airport.

03 - Reducing our Environmental Impact

Climate Change Mitigation

Why this is important

We are experiencing a climate crisis – changes to the Earth’s surface temperatures, climate systems and weather as a result of human-induced greenhouse gas emissions. These changes threaten both natural ecosystems and the socio-economic systems on which society depends.

The response to this challenge is being led at the international level via the Paris Agreement. Through the United Nations Framework Convention on Climate Change, signatories to the agreement pursue efforts to limit the global temperature increase to 1.5°C above pre-industrial levels. In the UK, the Committee on Climate Change recommends a net-zero emissions target for greenhouse gases by 2050. Furthermore, with the Climate Change Conference (COP 26) taking place in Glasgow later this year the focus on climate change mitigation has never been greater. The aviation industry is committed to delivering a sustainable future and has set a range of goals and commitments on climate change.

Airports will play an important role in achieving these outcomes by addressing two categories of emissions.

- Scope 1 and Scope 2 emissions are direct emissions from sources that the airport owns or controls. For example: the consumption of gas, diesel and refrigerants, and the use of electricity, for our own airport activities.
- Scope 3 emissions are indirect emissions which are a consequence of our operation, but which originate at sources we do not own or control. These would include, for example, aircraft operations, third party operations on site or passenger travel to the airport.

Our aim is to:

Be a net zero carbon airport by 2033, prioritising zero carbon airport operations and minimising carbon offsets.

Carbon Reduction

At the start of the pandemic, we established an Operational Energy and Carbon Reduction Group. Comprising managers from a cross-section of business functions, to drive energy savings across the airport. This group continues to meet and is now known as our Net Zero Working Group .

To support this:

- Five site-wide energy audits were carried out, with 123 energy saving actions identified and closed out. This resulted in a 26% reduction in emissions and a saving of 2,666 tonnes of carbon compared to 2019/20. We aim to convert as much of these savings as possible into permanent reductions but acknowledge that this will come with significant challenges as passenger numbers increase.
- Employees were asked to choose a logo to be used in future net-zero strategy communications and to share energy saving ideas. A video was produced to explain what net-zero means, what our target is and how everyone can help achieve further energy & carbon savings.

We intend to further develop this group, and our approach to employee engagement, as we progress our Net Zero plans post-pandemic.



03 - Reducing our Environmental Impact

Climate Change Mitigation

Carbon Footprint

Our carbon footprint sets out our Scope 1 and 2 greenhouse gas emissions calculated for the airport in alignment with the Streamlined Energy and Carbon Reporting (SECR) requirements and with reference to the Environmental Reporting Guidelines issued by the Department for Environment, Food and Rural Affairs. More detail on our 2020/21 carbon footprint can be found in our SECR report available on our website.

Energy Usage & Tonnes of CO₂e by emissions type

Emissions Type	2019/20		2020/21	
	Energy Usage	Tonnes of CO ₂ e	Energy Usage	Tonnes of CO ₂ e
Scope 1 (Gas)	18,265,628 kWh	3,358	16,473,415 kWh	3,029
Scope 1 (Fuel, transport)	258,157 litres	673	93,144 litres	236
Scope 1 (Fuel generators)	42,867 litres	111	65,134 litres	166
Scope 1 (Refridgerants)	84.4 kg	176	0	0
Scope 1 Total	-	4,319	-	3,431
Scope 2(Purchased electricity)	23,459,285kWh	5,996	18,091,238	4,218
Totals (Scopes 1&2)	-	10,314	-	7,649

Gas & electricity used by tenants & concessions excluded. Under Streamlined Energy and Carbon Reporting (SECR) these are reported by these third-party companies.

Intensity Ratio

The carbon intensity of our operations is presented as a ratio of emissions per passenger.

Maintaining an operational airport requires a baseload of energy, which is fixed regardless of passenger numbers.

While we have made progress in finding ways to reduce energy consumption during the pandemic, the amount of energy which varies in proportion to passenger numbers is limited.

Consequently, as we have experienced low passenger numbers during the pandemic, our carbon intensity ratio has been distorted and provides a limited insight into the progress we are making towards our aim. We expect this metric to become meaningful as operations begin to return to normal.

kg CO₂ per passenger – Scope 1 & 2 emissions

Year	Pax Nos.	Scope 1	Scope 2	Total
2019/20	12,120,236	0.36	0.49	0.85
2020/21	979,327	3.50	4.31	7.81



03 - Reducing our Environmental Impact

Climate Change Mitigation

Progress Summary - Scope 1 and 2 emissions

The impact of the pandemic has created an anomaly in our carbon emissions, but has fast-tracked our drive to eliminate energy wastage. We know cannot retain all of the resulting carbon savings, but they represent good progress and we will strive to retain as much of that progress as we can.

Progress in developing our Net Zero Carbon Plan has included:

- Initiating research into options for capital investment in energy efficiency, on-site renewable energy generation and improvements to the airport's Building Management System and energy meters.
- A methodology for adding energy and whole-life-cost as a core component of future capital investment appraisals, which is in development.

Initial research into the application of film on airport windows to reduce solar heat-gain found that the material has the potential to interfere with essential radio communication. Further consideration is being given to finding a workable solution.

We continue to work closely with a range of partners on Net Zero. For example, we have engaged with Solihull Metropolitan Borough Council, West Midlands Combined Authority and The Urban Growth Company on the development of their own net-zero strategies. We also hosted an Innovation Workshop which was attended by academic institutions including the Universities of Aston, Keele, Loughborough and Warwick.

We are also in the early stages of a partnership with Aston University to trial the use of Biochar, a charcoal-like substance that occurs as a residue of converting biomass, such as plant matter, in a low-oxygen environment. We will take part in a study to assess the benefits of Biochar as a soil conditioner to improve drainage on the airfield.

Case Study - Airfield Lighting:

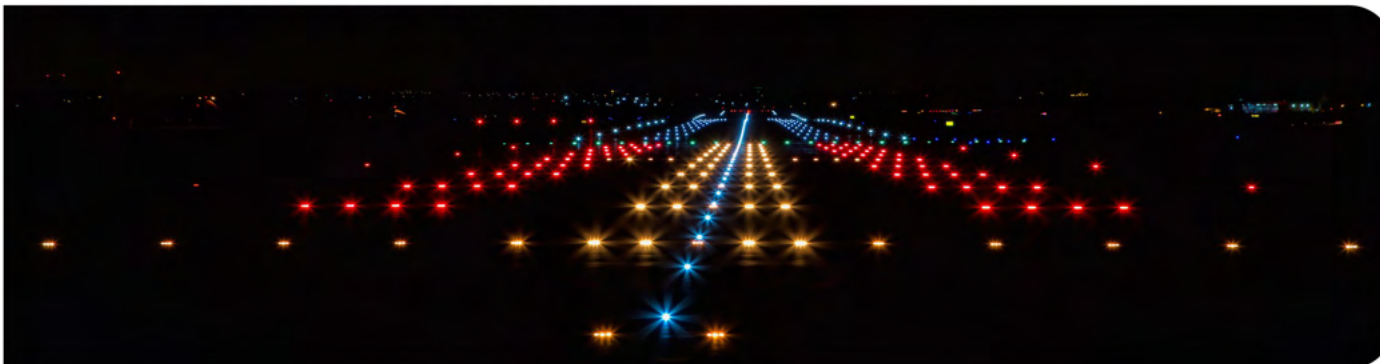
This year, with periods of little or no traffic on the airfield, we have taken the opportunity to save energy used for airfield lighting and car parking.

We turned off high mast lighting in unused areas, and altered dawn to dusk timings in those that we did need to ensure they were used for the minimum time required. The savings in surface car parks alone were almost 50MWh or over 10 tonnes CO₂e.

All observation lighting on Taxiway Yankee was replaced with more energy efficient LED units in a successful project which will inform the further roll out of LED lighting elsewhere on the airfield.

Meanwhile, Air Traffic Control has made use of 'eco-mode' to minimise runway lighting when the runway is not in use.

Taken together, these actions have resulted in significant energy and carbon savings. Our Airfield Engineering team is leading a project to embed these practices and to achieve further savings.



03 - Reducing our Environmental Impact



Climate Change Mitigation

Progress Summary - Scope 3 emissions

We continue to collaborate with a range of partners to address the airport's scope 3 emissions.

We are active members of Sustainable Aviation, which brings together stakeholders from major UK airports, airlines, aerospace manufacturers, air navigation service providers and key business partners. Our areas of focus include:

- The 'Cleaner' workstream, which is committed to delivering a cleaner future for the aviation industry, reducing CO₂ emissions from airports, and improving air quality in their vicinity.
- Support for the delivery of the industry's commitment to be net zero by 2050. Details, including the Roadmap, can be found at www.sustainableaviation.co.uk

We also operate Operation Pathfinder in collaboration with Air Traffic Control and a number of our airline partners. This forum works together to deliver initiatives that include the continual improvement of inflight efficiency such as Continuous Decent Approaches (CDA's). CDA's not only provide a CO₂ saving through the reduced use of thrust but they also give a noise benefit.

The further development of a number of carbon-related airport strategies has been constrained by COVID-19, where the lack of passengers and employees has meant survey work has not been possible. These include:

- Research into likely future passenger and employee demand for on-airport electric vehicle charging stations.
- Annual surveys of passenger and employee transport options when travelling to and from the airport.
- Our next Surface Access Strategy.

Where appropriate, changes to the development of these strategies has been agreed with our Planning Authority, Solihull Metropolitan Borough Council.

Case Study: Efficient airport operations

We continue to pursue the implementation of a range of initiatives aimed at supporting more efficient aircraft operations associated with Birmingham Airport.

Continuous Descent Approaches (CDAs)

CDAs were launched at Birmingham Airport in 2009. Whereas a traditional approach involves pilots requesting permission to descend to the next flight level, approaching the airport in a series of steps, CDA's allow for a constant angle of descent from cruise level to the airport threshold. There is a significant reduction in the amount of thrust required, resulting in less noise and fewer emissions. With an average saving of 50kgs of fuel per flight, the implementation of CDA's this year reduced the amount of CO₂ that would otherwise have been emitted by aircraft arriving at Birmingham by 894 tonnes.

Continuous Climb Departures (CCDs)

CCDs enable an aircraft to climb to its optimum cruise altitude in one continuous manoeuvre rather than in a series of intermediate stages with periods of level flight in between. Again, significant fuel savings can be achieved using this procedure, with a corresponding reduction in emissions.

Reduced Engine Taxiing (RET)

Where appropriate, RET involves shutting down one or more engines while moving on the ground. During this operation, the aircraft is manoeuvred using the power generated by the remaining engine(s). Studies have indicated this has the potential to reduce fuel burn and CO₂ emissions by up to 40% for the taxiing phase of a flight.

03 - Reducing our Environmental Impact



Climate Change Adaptation

Why this is important

Climate change has the potential to impact the operation of Birmingham Airport and we must ensure we are prepared to adapt to the prospects of hotter, and drier summers, warmer and wetter winters and the potential for increasingly frequent extreme weather events.

Climate change can pose potential risks to energy security, water security, market stability, infrastructure capacity and the risk of flooding. Planning for the future – and not just reacting to emergency situations - will save money and reduce the risks posed by the effects of climate change.

Our aim is to:

Ensure that the airport remains resilient to a changing climate and in a position to benefit from any potential opportunities.

Progress summary

The pandemic has highlighted the importance of business continuity and preparedness for a range of business risks. Managing its impact has involved the rapid evolution of the skills and tools necessary to protect the interests of our airport, our business and our stakeholders. Our experience of COVID-19 will inform our approach to climate adaptation and risk management in general.

Our existing Climate Change Adaptation Plan, approved and published by DEFRA, reviewed our existing adaptation strategies and risks. This plan informs the integration of climate change adaptation into major infrastructure projects. We will report progress against these actions as part of our third Climate Change Adaptation Plan, which will be submitted to DEFRA at the end of 2021 for publication in early 2022.

With specific reference to the risk of extreme rainfall events, our Flood and Pollution Control System is integral to managing water on the airfield. This year we reviewed the effectiveness of its operation in the context of several heavy rainfall events, to ensure that it remains fit for purpose.

Climate Change Risk Register

In conjunction with the Airport Operators Association and DEFRA, we have been involved with other UK airports in a collaborative effort to develop a template for an airport-specific climate change risk register.

The template will be used by reporting airports to assess business risks resulting from a changing climate, enhance consistency of reporting between airports, and will enable climate risks to be assessed and quantified in the same way across the sector.

We will use the template to help identify the actions we need in order to adapt as we develop our third round Climate Change Adaptation Plan under DEFRA's Adaptation Reporting Process (2021).



03 - Reducing our Environmental Impact



Local Air Quality

Why this is important

Contributions to ambient air pollution from the airport are greatest within its immediate vicinity. There is potential for localised air quality impacts relating to emissions from aircraft engines during the landing and take-off cycle, by aircraft taxiing, testing engines and using auxiliary power units, airside ground traffic and passenger surface access traffic.

Our aim is to:

To work proactively to reduce emissions at the Airport and ensure the Airport does not cause Air Quality emission exceedances in the region.

Progress summary

While it is worth noting that our air quality monitoring did not record exceedances prior to the pandemic, its impact has nevertheless created an anomaly in our emissions. We have continued to monitor throughout the pandemic and will continue to do so through the return to normal operations.

A dedicated air quality monitoring station on the airfield monitors key pollutants 24 hours a day, including carbon monoxide, sulphur dioxide, ozone, particulate matter and various oxides of nitrogen. The programme is ongoing and has continued throughout the year, with all data publicly available on the Air Quality England website. PM2.5 is now part of the dataset measured and recorded at our Air Quality Monitoring Station.

Emission dispersal modelling is an ongoing process and is carried out as part of any major development. The impact of the Covid-19 pandemic has meant that there has been no requirement for dispersal modelling during the past year. We have deferred mapping emissions sources and calculating associated emissions until 2021/22.

Electric vehicles

Our fleet of electric buses continues to operate between the terminal and surface car parks.

Replacing diesel vehicles and fast-charging through an overhead pantograph system, these six new 7900e Volvo single deck electric buses have a 70% lower energy consumption compared to their diesel equivalents and don't produce any of the harmful pollutants associated with combustion engines, such as Nitrogen Oxides (NOx) and Particulate Matter (PM).

While we have not been able to make further investment in electric vehicles this year, in line with the general reduction in passenger numbers, we have maximised the use of our electric fleet by replacing the air-rail link with a bussing operation. We are also developing a concept to implement electric vehicle solutions for passengers and staff. This involves enhancing our understanding of infrastructure requirements, land use constraints, innovative technology opportunities, future market analysis and passenger and employee demand.



03 - Reducing our Environmental Impact



Waste, Supply Chain & the Circular Economy

Why this is important

As waste is an inevitable consequence of the operation of an airport, it is important that we take active steps to minimise the amount of waste we produce and to optimise opportunities to recycle.

While, over time, our ambition is to embed the principles of the circular economy into the airport, we are initially focusing on waste generated by our own operations and those of our on-site partners and passengers while passing through our airport.

Although we have made good progress in recent years, with 100% of our waste diverted from landfill and non-recyclable waste being sent to an Energy from Waste facility, our intention is to broaden activity to reduce waste generation and increase the use of more sustainable materials.

Our aim is to:

Minimise the amount of waste we generate and improve our recycling rate to 65% by the end of 2020.

Progress Summary

We continue to develop a waste management strategy to minimise waste, and to optimise waste treatment and recovery, achieving a recycling rate of 38% with 100% of waste diverted from landfill this year.

As part of this, we have scoped out a trial which involves the use of barcoded bags. Each bag is assigned to a third party and scanned on arrival at the waste service yard allowing reports to be generated on the amounts and types of waste being generated by each organisation. The implementation of the trial was deferred due to exceptionally low passenger numbers which would not allow meaningful data to be generated.

We continue to participate in the national 'refill' campaign to reduce the amount of single-use plastic waste generated from water bottles. Water fountains are in place throughout the Airport and their locations can be found via the refill app - <https://www.refill.org.uk>

Case Study: Circular Economy

During the pandemic, we have been working with the airport's on-site shops and restaurants to reduce waste and benefit community projects through the donation of goods and foodstuffs to local charities. In May 2021 this amounted to 2.7 tonnes of goods worth an estimated £16,000.

Items, including sweets, snacks, soft drinks, bottled water, gift sets, t-shirts, books, stationery, games, toys and travel accessories, were donated to support the work of three local charities:

- Unite4homeless
- Birmingham Children's Hospital
- Home Start

The initiative is co-ordinated by the airport's commercial waste partner Novati.

Novati's Senior Corporate Sustainability Manager, Darren Andrew, said: "We believe the success of this initiative is due to close working with Birmingham Airport, and because together we're talking about 'resource management' and 'innovation' rather than 'waste management' and 'bins'. It's essential that we continue to focus on reducing and reusing materials because this has the greatest impact on the environment and the climate crisis. It's great to deliver a project that positively impacts the local community."



03 - Reducing our Environmental Impact

Water

Why this is important

We operate a comprehensive Flood & Pollution Control System to protect aquatic habitats in the three watercourses running through the airport from surface run-off which has the potential to be contaminated by de-icing fluids and other pollutants.

Water conservation is important because water is a scarce resource that requires energy, and therefore generates carbon emissions, as part of being treated for human consumption.

Our aim is to:

Minimise the amount of water we use and ensure surface run-off discharged to the watercourses on site meets Environment Agency requirements.

Progress Summary

We have maintained our Flood and Pollution Control System in a fully operational state throughout the year, and we have completed a review of the system to identify opportunities to reduce clean water being pumped to foul. Our Flood and Pollution Control system continues to monitor and sample water 24/7.

We have mapped areas of the airport which pose a potential risk of contamination for watercourses, most notably those areas where fuels, oils and other chemicals are stored. We continued to audit and manage appropriate water safety measures these areas.

We have identified infrastructure changes to enable us to reduce the amount of water pumped to foul. We have also identified areas where we can improve the resilience of our systems and these are now part of our capital expenditure programme.

The Airfield Operations team has worked hard to reduce the amount of de-icer used last winter by focussing de-icing operations only on those areas where they are required. Continuing this more targeted approach will help in reducing future use of de-icing fluids to the minimum required for aircraft safety, though absolute reductions are very much dependent on weather conditions throughout the winter. To incentivise on site partners to keep the use of de-icers to a safe minimum, we operate a recharging mechanism whereby partners are recharged for their share of the costs associated with processing contaminated surface water run-off.

The impact of the pandemic means that the development of a water conservation policy, including savings targets and interventions, has been deferred until 2021/22. We have focussed our resources on meeting our regulatory requirements and maintaining our focus on pollution prevention.



03 - Reducing our Environmental Impact



Biodiversity

Why this is important

Faced with the decline in biodiversity globally, and in the UK, careful habitat management is critically important. As an airport, the need to ensure a safe operating environment brings an additional challenge in balancing our responsibilities relating to the environment with those relating to aircraft safety. This involves taking steps to manage the type and amount of wildlife in the immediate vicinity of the airport site, particularly in relation to birds. However, it is also important we assess how we might achieve biodiversity net gain to reflect the focus on these opportunities in the 2020 Environment Bill.

Our aim is to:

Ensure that our management of the Airport site is environmentally responsible, legally compliant and encourages biodiversity wherever possible.

Progress Summary

We operate a Historic Environment, Ecology and Landscape Management Plan (HEELMP) for land to the south of the A45. As part of the plan, we continue to make a positive contribution to biodiversity on this land, where our focus involves managing rare grasslands, maintaining hedgerows and providing nesting and roosting opportunities for protected species of birds and bats.

During 2020/21, we completed our annual HEELMP Report which showed good progress in the management of the rare MG4 grassland habitat on the site along with a further study of protected species.

We continued to support initiatives in Solihull Borough, with an annual a contribution of £10,000 to support local tree planting schemes.



04 - Being a Responsible Neighbour

Noise

Why this is important

Those living close to an airport can be affected by noise. As Birmingham Airport is located close to densely populated areas, we are aware of the importance to local communities of managing aircraft noise and we prioritise this accordingly.

While progress in aircraft technology has led to a substantially reduced noise footprint over recent years, noise understandably remains a concern for those living close to the airport. It is important that we remain committed to further reducing the impact of noise and to maintaining open and constructive engagement with our neighbours.

Our aim is to:

Work with our local community, airlines and partners to adopt the best practicable means to assess, manage and minimise the impact of aircraft noise.

Progress Summary

During the pandemic, we have maintained our full range of noise management activities, both in limiting day-to-day noise around the airport and continuing to plan for better noise management over time.

Working with our airline partners and Air Traffic Control, we have achieved a rate of 87% of all arrivals being made by means of Continuous Descent Approaches, which reduce noise for those living beneath arrival routes. We have continued to implement our Noise Action Plan, a comprehensive document containing 37 actions to minimise the impact of aircraft noise. This has included ongoing measurement of noise at key locations around the airport and investigating noise complaints. In 2020/21, we imposed penalties on airlines breaching noise limits on five occasions. Our policies on Engine Ground Running continue to operate, and we report their effectiveness to the Airport Consultative Committee every quarter.

We have continued to operate a Night Flying Policy covering the hours 23:30-06:00. This year we have worked closely with the Airport Consultative Committee to review the policy as part of its three-year review cycle. As a result of this work, a new policy, which remains one of the most stringent of any UK airport, has recently been



Case Study: Low Noise Arrival Metric

We are assessing the development of a new Low Noise Arrivals Metric.

Based on modelling by the Civil Aviation Authority's (CAA's) Environmental Research Consultancy Department, and the results of actual noise monitoring undertaken at London Gatwick Airport, a cross industry study has worked to understand whether there is potential to further reduce noise for aircraft on approach. This led to the development of the Low Noise Arrival Metric which looks at the angle of approach for aircraft prior to joining the final approach and complementary to Continuous Descent Approaches.

This has identified that changes to the aircraft's angle of descent prior to establishment on the final approach has the potential to achieve noise reductions of over to 2dB(A) LMax.

The results are now being developed into a formal publication by the CAA and, once published, we will review how the initiative can be rolled out and further developed at Birmingham.

04 - Being a Responsible Neighbour

Community Investment & Wellbeing



Why this is important

Alongside our commitment to mitigate the negative impacts of our operations, we also recognise the importance of contributing to the wellbeing of those communities impacted by our operations. We continue to work with a range of stakeholders to understand local community priorities, and to direct the resources that we have available so that they can have the greatest benefit.

Our aim is to:

Play an active role in building community capacity in areas impacted by our operations, with a focus on those neighbourhoods where the need is greatest and where our investment can have the greatest impact.

Progress Summary

Despite the challenging financial situation created by COVID-19, we took an early decision to retain full funding for the Community Trust Fund in recognition of the contribution it could make to sustaining third sector organisations hard hit by the pandemic. After an initial pause due to staff furlough, the Trustees have met twice during 2020/21 to award almost £110,000 to more than fifty local projects. We have taken action to encourage applications from our priority areas in east Birmingham and north Solihull through promotional activity and working with our partners to raise awareness of the Trust Fund in these areas. This year we have seen promising evidence that this approach is working with 31% of awards made to projects in east Birmingham (against a target of 30%), 24% to projects in north Solihull (against a target of 30%) and 45% elsewhere within the Trust Fund's Area of Benefit (against a target of 40%).

With a large proportion of staff having left the business or on furlough, we have been unable to undertake volunteering activity this year, though we anticipate rebuilding this activity when the situation begins to return to normal.

With schools visits not possible, our visits programme has been temporarily suspended. However, we have been able to make the Learning Hub available as a Staff Covid testing facility in support of the response to the pandemic.

We made a start to our charity partnership with Solihull Mind, launched in February 2020. We appointed 40 fully-trained Mental Health Ambassadors throughout our business as part of our 'Here for Each Other' employee wellbeing campaign. We are conscious of the mental health impact of the pandemic and look forward to being able to fully engage Solihull Mind more fully as soon as restrictions permit.

Case Study: Community Trust Fund

Clean & Green is a local community group based in North Solihull, which aims to encourage volunteers and like-minded community groups to discover, explore and get involved in their local environment in a safe and fun way.

Recognising that lockdown had helped many people appreciate the green spaces around them, the group established its 'In my back yard' project, to provide residents with confidence, technical knowledge and wildlife watching equipment. Clean & Green successfully applied to the Community Trust Fund and received a grant of £3,000 to purchase wildlife camera "traps", bat detectors, binoculars, USB microscopes, bird feeders and wildflower plants and seeds.

The award will be instrumental in establishing the scheme and enabling it to grow, to incorporate wildlife walks, micro safaris, community gardening and other events to develop people's skills and interests, care for local green spaces and to reduce social isolation.



04 - Being a Responsible Neighbour



Economic Development & Employment

Why this is important

Airports contribute positively to local economic development by creating direct and indirect employment opportunities, and by facilitating trade and inward investment. The provision of long-term, stable employment can make an important contribution to the health and wellbeing of individuals and the communities they live in.

This is particularly important in east Birmingham and north Solihull, where youth unemployment rates and the proportion of the working age population with no formal qualifications have historically been above the national average.

Our aim is to:

Enhance individuals' abilities to access the full range of employment opportunities the airport represents, recognising that this is one of the most significant contributions we can make to tackling wider social issues.

Progress Summary

Our work to support employment, including our partnership with on-site employers operating employment programmes, has been suspended during the pandemic. However, we have continued to fund the Community Trust Fund in full, and have worked with the Trustees to support applications from projects which address the impact of the pandemic on employment within the Fund's Area of Benefit.

We expect that as demand for air travel begins to return, we will contribute to the recovery of the local economy and to the employment prospects of local people. In the meantime, we were able to mitigate the impact of COVID-19 on the employment prospects of our workforce by supporting innovative schemes to make use of their skills in support of the NHS at hospitals in Birmingham and at COVID testing centres on site and in the operation of a new Inland Border facility at the Airport.



Case Study: The Kingstanding Regeneration Trust

The Kingstanding Regeneration Trust provides training and employment in Kingstanding, which lies beneath the flightpath to the north of Birmingham Airport

Through its 'Raising Aspiration in Kingstanding' programme, accredited training and routes into employment are provided for young people aged 16-29 to equip them with the skills, qualifications and confidence to gain entry level employment in the construction industry.

Small cohorts complete a six-week programme to help overcome barriers to employment and to build self-confidence, self-esteem and resilience. Each trainee undertakes 80 hours work experience on real life projects, gaining practical skills in grounds work, building maintenance, decorating and construction.

At the end of the programme, participants will have gained accreditation to obtain a Construction Skills Certification Scheme card, health and safety qualifications and have credits towards an NVQ.

During the pandemic, all services were moved onto an online Learning Management System, not all users had access to online learning capabilities. In response to this, the Trust successfully applied to the Airport Community Trust Fund for a grant to purchase tablet computers, keyboards and mice to enable those who could potentially have been excluded to complete their training and to benefit from the range of support services that Kingstanding Regeneration Trust provides.



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