

Birmingham Airport Sustainability Update 2021 - 2023

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Proud of every journey

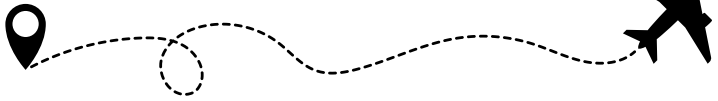


Contents



| | | |
|-----------|---|----------|
| 01 | Foreword | 3 |
| 02 | Introducing our 2021 - 2023 Update | 4 |
| 03 | Reducing our Environmental Impact | |
| | Climate Change Mitigation | 6 |
| | Climate Change Adaptation | 10 |
| | Local Air Quality | 11 |
| | Waste, Supply Chain & Circular Economy | 12 |
| | Water | 13 |
| | Biodiversity | 14 |
| 04 | Being a Responsible Neighbour | |
| | Noise | 16 |
| | Community Investment & Wellbeing | 17 |
| | Economic Development & Employment | 19 |

01 - Foreword



Welcome to our sustainability update for the periods 2021/22 and 2022/23. This is the second update since we launched our five-year sustainability strategy and describes how we have continued to deliver on our objectives and targets. This report covers two years in order to bring the annual reporting frequency up to date due to delays resulting from the COVID 19 pandemic.

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

This led to us reassessing everything we do and subsequently to some tough decisions on investment priorities. Some of the outcomes of this were seen in our last update, which detailed where we were unable to make the progress we had planned.

However, since then, the past two years have been a story of steady recovery for Birmingham Airport. Following the lifting of COVID travel restrictions in March 2022, the Airport has seen strong growth in passenger numbers to near 2019 levels as we emerged from the COVID deep-freeze. We seized this unique opportunity to learn lessons presented by the pandemic - to adjust, reprioritise and improve.

We reviewed our six strategic pillars supporting our purpose, 'Proud of every journey.' Sustainability and carbon management were detailed under our 'Neighbour' pillar. Following our review, we took the decision to add a seventh pillar, 'Carbon,' recognising the importance of carbon reduction to our long-term sustainability and growth. Broader sustainability issues, including the community and environmental impacts associated with operating an international Airport, remain a key focus for us under the 'Neighbour' pillar.

In April 2022, the Airport published its carbon roadmap, outlining how we intend to deliver our objective to become a net-zero-carbon Airport by 2033. We also switched to a 100% renewable energy supply. We have made significant progress since 2019/20, our reporting baseline, and achieved a 27% reduction in carbon emissions in 2021/22. We expected emissions to rise in 2022/23 in line with the strong growth in passengers, but this was limited to a 4% increase year-on-year, despite reopening areas within the terminal that were closed during 2021/22. Our carbon management plan was independently recognised by Airports Council International (ACI), which categorised us at level 3 on its Airport Carbon Accreditation scheme.

We also updated our Climate Change Adaptation Plan, outlining how the Airport will plan for and deal with the changing climate over the next decades. Defra formally adopted our plan in December 2021. We have also been recognised for our environmental best practice and our industry leading waste management with gold awards from the Green Apple Awards resulting in Green World Ambassador status.

We recognise that the challenge still exists to define a clear route to Net Zero. We have been honest about this. We know how we will do the first two thirds of this through the use of known technologies, including solar power, smart metering and other low-carbon alternatives. The final third of our journey to Net Zero will be the toughest. We will be relying on technologies not yet invented to get there. This is a daunting challenge but one which we are committed to tackling. We have set 2033 as our target because 2040 or 2050 would make this someone else's problem. Climate change is the defining challenge of our age. We must play our part. With this in mind, in February 2023 we signed an MOU with ZeroAvia, a company developing a hydrogen-electric powertrain for emission-free commercial flight.

This is great progress and, whilst still confident, I am not complacent and there is still a long way to go any many challenges lie ahead. We continue to look to others for support, ideas and innovation to help the Airport achieve its aspirations. There have been some great moments over the last couple of years for our region, notably the Commonwealth Games, and the Airport has seen the steady return of airlines, routes and passengers. We're now looking ahead to 2023/24 and beyond as we deliver our 10-year plan for low-carbon growth and being a Net Zero carbon Airport by 2033.

As always I welcome your thoughts, comments and queries at sustainability@birminghamAirport.co.uk



Nick Barton
CEO

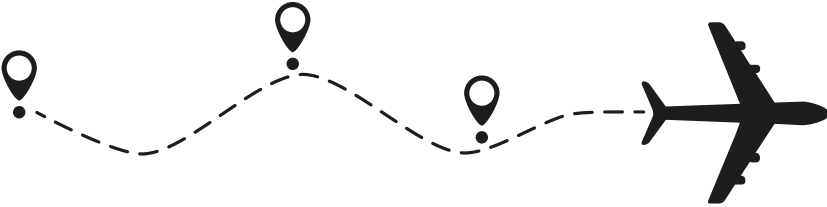
02 - Introducing Our 2021 - 2023 Update

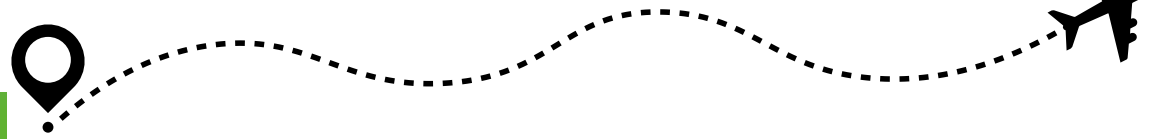
Context

In 2019, Birmingham Airport published a five year Sustainably 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 degree of progress against each topic has been indicated by means of a red, amber, green colour code at the header to each section. Green indicates good progress; amber indicates some progress and red limited progress.





Context

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



Climate Change Mitigation

We launched our Net Zero Carbon Plan in early 2022, setting out a roadmap to achieving our 2033 target. The Airport switched to a 100% green tariff for electricity provided throughout the site, invested in LED lighting, and continued to monitor and manage energy consumption using submetering to reduce waste. We achieved Level 3 (Optimisation) Airport Carbon Accreditation (ACA) from Airports Council International (ACI) Europe. This brings our decarbonising activities and reporting under ACI Europe's framework of scrutiny, including comparison with other Airports worldwide.



Climate Change Adaptation

We have developed and published our third Climate Change Adaptation Progress Report, which has been reviewed and adopted by Defra under their Adaptation Reporting Process. As part of this review we worked with a number of internal and external stakeholders, including the Airport Consultative Committee, to ensure climate change adaptation is embedded within all areas of the business.



Local Air Quality

We have continued to measure and monitor at our Ambient Air Quality Monitoring Station (AAQMS) located on the airfield. We support airlines to reduce their pollutant emissions on the ground through reduced engine taxiing and decreasing the use of auxiliary power units by encouraging the use of the fixed electrical ground power, with over 90% of stands equipped.



Waste, Supply Chain & the Circular Economy

This year we won gold at the Green Apple Awards for Environmental Best Practice and were awarded Green World Ambassador status. These awards recognise our industry-leading waste management work, improving our recycling rates and being proactive in making increased local charitable donations. We have increased our recycling rate by 6% from 48% in 2021/22 to 54% in 2022/23, reducing the amount of waste generated by 19% from 2019/20, with 100% diversion from landfill.



Water

We have continued to identify areas where we can improve the resilience of our systems and identify infrastructure changes to enable us to reduce the amount of water pumped to foul and these continue to form part of our capital investment programme. We have reduced the amount of water pumped to foul by 31% from 2019/20 and reduced water consumption by 10%. We have focussed de-icing operations only on the areas required and incentivised our on-site partners to keep the use of de-icing products to a safe minimum.



Biodiversity

We completed our annual monitoring report on our Historic Environment, Ecology and Landscape Management Plan (HEELMP), which showed good progress in managing high-quality habitats that support a wide range of species, including protected barn owls and bats. We continue to support local tree and hedgerow planting projects across the Solihull Borough through our funding contributions.



Noise

We achieved a rate of 99% of departures flying on track within our Noise Preferential Routes and a rate of 93% of arrivals undertaken as Continuous Descent Approaches, reducing noise for those living beneath the flightpaths. We have also continued to maintain a full range of noise management activities, including the continued implementation of our Noise Action Plan and Night Flying Policy, which remains one of the most stringent polices of any UK Airport.



Community Investment & Wellbeing

Our Community Trust Fund made awards to 77 local projects, with grants totalling £193,787 over 2021/22 and 2022/23 and taking our cumulative awards to £1.88m. Our Charity Partnership with Solihull Mind has continued to develop. The highlight of our fundraising was a Midnight Runway Run, which saw staff, friends and families taking the rare opportunity to run the full length of our 3,000 metre runway, raising a total of over £12,000 in the process.



Economic Development & Employment

To help boost local employment in those communities suffering high levels of economic deprivation, our Community Trust Fund Trustees have been supporting applications which include a significant element of employment or training. We have also revamped our apprenticeship programme to increase the number of positions available in areas such as airfield safety and motor transport, as well as opportunities for apprentice airfield, electrical and baggage systems engineers.

03 - Reducing Our Environmental Impact

Climate Change Mitigation

Why this is important:

We are experiencing a climate crisis – changes to the Earth’s surface temperature, climate systems and weather because of human-induced greenhouse gas (GHG) emissions.

The response to this challenge is being led at the international level via the Paris Agreement, to which the UK is a signatory. Recognising that the aviation sector needs to take steps now and make significant changes to reduce its emissions, the UK Government launched their Jet Zero Strategy for decarbonising aviation in July 2022. As part of the strategy, all Airports in England, as well as domestic flights, are required to achieve zero carbon by 2040, 10 years ahead of the rest of the UK.

The aviation sector is committed to delivering a sustainable future and has set a range of goals and commitments on climate change, for instance Fly Net Zero, which is the commitment of airlines to achieve net zero carbon by 2050. Airports such as Birmingham will play an important role in achieving these outcomes by addressing two categories of GHG emissions.

- **Scope 1 and Scope 2** emissions are direct emissions from sources owned or controlled by the Airport. This includes emissions from the burning of gas for heating onsite, diesel fuel used in our vehicles, refrigerant consumption, and from the use of electricity for our own Airport activities.
- **Scope 3** emissions are indirect emissions which are a consequence of our operation, but which occur from sources not owned or controlled by the Airport. These would include, for example, aircraft operations, third-party operations onsite and passenger travel to and from the Airport. Given Scope 3 accounts for 95% of our emissions, we have been increasing our focus and are committed to working with our Airport partners to reduce the emissions we can influence in and around our Airport.

Our commitment is to: Be a Net Zero carbon Airport by 2033 (Scope 1 and 2), prioritising zero carbon Airport operations and minimising carbon offsets. We are also committed to working with our Airport business partners to reduce the carbon emissions that we can influence (Scope 3) in and around our Airport.

West Midlands Net Zero Business Pledge



The Airport has signed up to the West Midlands Net Zero Business Pledge to help make the West Midlands net zero by 2041. In signing up to the pledge, the Airport commits to the following:

- Become an ambassador to inspire customers, staff and suppliers to reduce carbon emissions and champion the pledge.
- Work with others – collaborate with networks and organisations to achieve better environmental outcomes.
- Reduce carbon emissions.
- Share business challenges – engage with regional and local green business networks.

03 - Reducing Our Environmental Impact

Climate Change Mitigation

Greenhouse Gas (GHG) Emissions Footprint

Our GHG emissions footprint sets our Scope 1 and 2 GHG emissions calculated for the Airport in alignment with the Streamlined Energy and Carbon Reporting (SECR) requirements and Scope 3 emissions in alignment with Airport Carbon Accreditation reporting requirements. A full report detailing the GHG emissions calculations and more information on our carbon reduction measures can be found on our website.

GHG Emissions Inventory (t/CO₂e)

| Emissions Type | 2021/22 | 2022/23 |
|---|---------------|----------------|
| Scope 1 | 3,550 | 3,572 |
| Scope 2 (Purchased Electricity; Location-Based) | 3,958 | 4,200 |
| Scope 2 (Purchased Electricity; Market-Based) | 3,958 | 0 |
| Total (Scope 1 & 2; Location-Based) | 7,508 | 7,772 |
| Total (Scope 1 & 2; Market-Based) | 7,508 | 3,572 |
| Scope 3 | 79,026 | 148,658 |
| Total (Scope 1, 2 & 3; Location-Based) | 86,534 | 156,430 |
| Total (Scope 1, 2 & 3; Market-Based) | 86,534 | 152,230 |



Airport Carbon Accreditation

The Airport's decarbonisation efforts have been benchmarked by an international aviation body. We achieved Level 3 (Optimisation) Airport Carbon Accreditation from Airports Council International (ACI) Europe this year. This brings our decarbonising activities and reporting under ACI Europe's framework of scrutiny, including comparison with over 500 Airports worldwide. In the UK, 22 Airports have achieved Level 1 ACA or above and 14 (including Birmingham) have achieved Level 3 or above. To achieve Level 3+ Airports must offset their Scope 1 and 2 emissions. Birmingham Airport's current strategy is to invest capital in projects that will directly reduce our carbon emissions, as opposed to paying for an equivalent reduction to be made elsewhere. We will review this periodically should we wish to achieve a higher level of ACA.



03 - Reducing Our Environmental Impact

Climate Change Mitigation

Progress Summary – Scope 1 and 2 Emissions

The COVID-19 pandemic significantly impacted the aviation industry, but rather than push back our targets and reduce our ambitions, the Airport has accelerated focus on sustainability and fast-tracked our drive to eliminate energy waste. We have added a seventh strategic pillar – Carbon – given its prominence and importance to the Airport's future in a carbon constrained world.

Our location-based Scope 1 and 2 GHG emissions in 2022/23 (7,772 t/CO2e) increased by 4%, despite passenger numbers increasing by 185% and reopening areas within the terminal that were closed during 2021/22. Relative to pre-COVID, as the Airport re-opened, we have retained the majority of the energy and carbon emission reductions achieved whilst there were fewer passengers and our GHG emissions are c.2,500 t/CO2e less than 2019/20, a 25% reduction. We have continued to monitor and deliver energy savings through a combination of energy efficiency interventions and colleague engagement with energy and carbon management. From a gas perspective, we implemented several initiatives which meant consumption decreased by 14% in 2022/23, from the previous year, despite the number of heating degree days (a measurement designed to quantify the demand for energy needed to heat a building) being comparable to 2021/22.

Energy demand reduction and efficiency actions the airport implemented between 2021/22 and 2022/23 include:

- LED upgrades.
- Switching to 100% green tariff for electricity provided throughout the Airport site.
- Appointment of a fulltime Energy & Carbon Manager.
- Improving submetering coverage for energy monitoring and management.
- Monthly meetings of the Operational Energy & Cost Reduction Group - made up of colleagues from senior leadership, Sustainability and Engineering, to drive energy savings through analysis of metering data.
- Establishing an energy and carbon communications campaign.
- Overnight energy walkarounds by management to identify energy saving opportunities.

The Airport also launched its Net Zero Carbon Plan in 2022. Within the plan, future actions to reduce emissions include:

- An initial multi-million-pound commitment over the next four years to reduce emissions that the Airport controls (Scope 1 and 2) by 60%, investing in on-site renewable energy generation, energy efficient lighting and improvements in energy management technology.
- Sourcing up to 40% of electricity used at the Airport through solar power.
- The Airport is progressing with phase 1 in 2023/24, a 6.8MW solar array on the airfield.
- Extending the number of electric vehicle charging points to prepare for the growing number of low carbon vehicles accessing the Airport.
- Renewing the Airport's heating and cooling infrastructure, including upgrades to the building fabric and a gradual transition to low-carbon heating.
- Investment in new emerging technologies to generate low-carbon energy beyond 2030.

LED Upgrades

As part of our roadmap to net zero carbon by 2033, we have an ambitious rolling programme of LED lighting upgrades across the Airport. We have completed LED lighting upgrades in the following locations over the past two years:

- ✓ Immigration Hall stairway
- ✓ International Pier departures
- ✓ South terminal entrance
- ✓ North terminal washrooms
- ✓ Diamond House stairwells and lobbies
- ✓ Diamond House car park
- ✓ Airside baggage drop

So far this project will save 136,111 kWh of electricity each year and reduce our carbon footprint by 27,448kg. In 2023/24 we are completing a full site-wide internal lighting and controls survey to determine the next areas to upgrade to LED lighting. We also plan to upgrade all our high mast lighting on the apron to LED in 2023/24.



03 - Reducing Our Environmental Impact

Climate Change Mitigation

Progress Summary – Scope 3 Emissions

Our Scope 3 emissions in 2022/23 (148,658 t/CO2e) increased by 88%, from 2021/22. Emissions from aircraft landing and taking-off and from passenger surface access accounted for much of this increase. However, passenger and air traffic movements were significantly less in 2021/22, and the increase in emissions should be viewed in this context. Compared to 2018/19, the last year before COVID that the Airport calculated a full carbon footprint, our Scope 3 emissions in 2022/23 were 43% less. We view collaboration with external stakeholders as key to achieving our net zero carbon ambitions and addressing our Scope 3 emissions.

We are supporting airlines to reduce emissions during flight through efficient airspace design and facilitating procedures for lower-carbon take-off and landing including providing electricity for use by aircraft when at the stand.

We are a member of the Airport Operators Association, and we work with Sustainable Aviation, who have a long-term strategy with the aim of making aviation a cleaner, quieter and smarter industry. Sustainable Aviation is a coalition of UK airlines, airports, manufacturers and air navigation service providers. Their website can be found at <https://www.sustainableaviation.co.uk/>

Our vision for surface access is to make Birmingham Airport the most accessible Airport in the UK by providing integrated and accessible multi-modal transport options for all. The key objectives for the Airport are to enhance accessibility, improve public transport connections including improving access through the day, i.e. earlier and later public transport, and meet increases in demand as our passenger numbers grow. Our next Surface Access Strategy for 2024 onwards, which will set out how Birmingham Airport will meet these objectives, is currently in development.

The Airport has established an Electric Vehicle Charging Steering Group, and sub-working groups, to facilitate the development of a medium to long-term electric vehicle charging strategy for Airport owned vehicles, Airport business partners, passengers and staff. This builds on the 25 charging points and 17 electric vehicles, including 6 passenger transport buses, currently in operation.

Birmingham Airport is a member of the Solihull Sustainability Visioning Group (SSVG). The SSVG is led by senior business representatives and stakeholders from the local area, and the vision is to help Solihull be at the forefront of sustainable business development.

In 2023, the Airport joined the Hydrogen Valley Consortium, exploring what a hydrogen economy might look like in the West and East Midlands including producers of hydrogen, suppliers and end-users. Furthermore, we have partnered with ZeroAvia and signed a MoU to develop the technological, operational and commercial aspects of hydrogen powered flights to and from the Airport.

Efficient Airport Operations

We continue to pursue the implementation of a range of initiatives through 'Operation Pathfinder' aimed at supporting more efficient aircraft operations at the Airport.

Continuous Descent Approaches (CDAs)

CDAs were launched at the Airport in 2009. A traditional approach involves the pilot requesting permission to descend to the next flight level, approaching the Airport in a series of steps. CDA allows for a constant angle of descent from cruise level to the Airport threshold. The reduction in thrust required results in less noise and emissions.

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.

Reduced Engine Taxiing (RET)

Where appropriate, RET involves shutting down one or more engines while moving on the ground. Studies have shown this reduces fuel burn and carbon emissions by up to 40% for the taxiing phase of a flight.



03 - Reducing Our Environmental Impact



Climate Change Adaptation

Why this is important:

On a global and local level our climate is changing and will continue to do so as a result of greenhouse gas emissions. Although efforts are being made to reduce these greenhouse gas emissions through climate change mitigation, the effects of climate change will still be felt for years to come.

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

Climate change can pose potential risks to energy security, water security, market stability and infrastructure capacity. Planning for the future – and not just reacting to emergency situations – will reduce the risks posed by the effects of climate change and save the business time and money in the long term. Building this level of preparedness and resilience to climate change is an essential way to protect the business and our operations.

Our Aim: To ensure that the Airport remains resilient to a changing climate and in a position to benefit from any potential opportunities.

The concept of climate change continues to be embedded within all areas of the business and we have developed our third Climate Change Adaptation Plan Progress Report under Defra's Adaptation Reporting Process.

This report includes a review of our assessment of climate change risk, our progress against previously identified actions to mitigate climate risks, in addition to an updated Climate Change Risk Register. The report was successfully adopted by Defra in December 2021 and is publicly available on both the Birmingham Airport and Defra websites.

We have made significant progress against the actions identified, and in this report we have reviewed and updated our climate change risk register. As part of this review, a number of climate change risk workshops were held to engage with both internal and external stakeholders, including the community through our Airport Consultative Committee. Our risk register has been updated to reflect stakeholders input and knowledge, in addition to the latest updates in technology. These technology advancements pave the way for new areas for the Airport to investigate and action, including:

- Increasing renewable energy generation in response to a predicted increase in energy demand for cooling, ventilation and heating.
- Investigating the need for monitoring equipment to provide real time information on storm and wind monitoring, in order to reduce the risk of operational disruption as a result of increased storm frequency.
- Investigating predictions in future aircraft types and any changes in re-fuelling requirements as a result of these
- Upgrading temperature control technology as part of future building management system review, to mitigate against predicted hotter, drier summers.
- Drainage system technology upgrades to mitigate against any future increase in flood risk as a result of warmer, wetter winters.

Environment Agency Rainfall Gauge

We have worked with the Environment Agency to facilitate the installation of a solar powered rainfall gauge on the Airport site. This forms part of a wider network of rainfall gauges across the UK as part of the Environment Agency's Flood Warning Expansion Programme, which provides flood status alerts and updates to local residents. The EA are able to share the data collected with us on a monthly basis and this can be used in addition to our own data to aid our understanding of localised rainfall trends.

Facilitating this installation builds on the positive relationship we have with our regulators and allows us to demonstrate our continued commitment to ensuring the Airport remains resilient to a changing climate.



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: 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:

We continue to monitor key pollutants 24 hours a day, including carbon monoxide (CO), sulphur dioxide (SO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}) and oxides of nitrogen at our dedicated ambient air quality monitoring station located on the airfield. Our monitoring programme continues throughout the year with all data collated and made publicly available via the Air Quality England website.

Over 2021/22 and 2022/23 the UK Air Quality Strategy (AQS) objectives were met for all pollutants, with the exception of Ozone. Ozone is a secondary pollutant produced through chemical reactions between directly emitted pollutants, and is therefore difficult to control by local measures alone. It is therefore not currently included in the Local Air Quality Management scheme.

Emissions dispersal modelling is carried out as part of any major development. There have been no major developments during the period and this, coupled with reduced traffic due to the impact of the COVID-19 pandemic, has meant there has been no requirement for dispersal modelling. The mapping of emissions sources and the calculating of our associated emissions will be carried out in 2023/24 in line with our operations increasing to nearer pre-COVID-19 levels.

Collaborative Working

We hosted an autonomous vehicle trial whereby a state-of-the-art self-driving electric shuttle took to the roads around the Airport, transporting passengers, as part of ground-breaking trials getting underway in Solihull. This was the latest phase in an exciting Council-led project which aims to test out how Connected Autonomous Vehicles might be integrated into the borough's transport network in the future, providing zero-emission transport which doesn't release any of the harmful pollutants associated with combustion engines, such as Nitrogen Oxides (NO_x) and Particulate Matter (PM), in addition to reducing Carbon emissions.

As part of the Airport Health Forum, an information sharing exercise was carried out, with public health representatives from Solihull Metropolitan Borough Council (SMBC) visiting our ambient air quality monitoring station to understand the monitoring techniques and equipment used. SMBC are in the process of drafting their Local Air Quality Action Plan and we will continue to share information and best practice to inform this piece of work.



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: 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 reduce the amount of waste we generate on site, optimising waste treatment and recovery. In 2022/23 we have achieved a 54% recycling rate, with 1,106 tonnes of waste re-used or recycled and 100% of waste diverted from landfill. This is a 6% increase on 2021/22's recycling figure. We have focussed on absolute waste reduction, reducing the amount of waste produced by 19% (477 tonnes) from 2019/20 to 2022/23. We recognise that we have not met our target of improving our recycling rate to 65%, however the overall volume of non-recyclable material generated has significantly reduced by 35%. As a first step, we aim to reduce the amount of waste we are producing, and then recycle as much of the waste that we do generate as possible. These steps form key waste management objectives over 2023/24.

Recycling is a key part of the circular economy and we have segregated recycling streams for a wide variety of waste, including dry-mixed recycling, food, glass, cardboard, wood, cooking oil, coffee cups, coffee grounds, metal, clothes & pushchairs, plus hazardous waste such as mixed electrical equipment, batteries, fluorescent tubes and aerosols.

We have started measuring waste per passenger; in 2022/23 we produced 2.4kg of waste per passenger, a reduction of 0.3kg per passenger from 2019/20. 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://refill.org.uk>



Industry-leading waste management work

In 2021 we won Gold at the Green Apple Awards for Environmental Best Practice. The Green Organisation which runs the awards has been established since 1994 and is an international and independent environment group which promotes environmental best practice around the world. We won the award for our industry-leading waste management work where we have been proactive in making increased charitable donations and improving our recycling rates. This has included over £16,000 worth of stock from concessionaires being donated to local charities during the pandemic, which would have otherwise ended up as general waste.

Over 2022/23 we have continued to increase our charitable donations, donating over 55 tonnes of cosmetics, surplus food & drink, assorted books, toys, clothing, pushchairs and suitcases and continuing to promote the re-use of goods and products wherever possible. We were awarded a further Green World Ambassador Trophy at the Green Ambassador Awards for this work in May 2022. Achieving this award has truly been a collaborative effort between internal and external stakeholders, including the Sustainability, Terminal Operations and Commercial Teams as well as OCS, Novati and our onsite concessionaires.

A Circular Economy

As part of our staff uniform procurement process, we investigated how uniform could be made in a more sustainable way. Sustainability criteria formed part of the tender process and our chosen supplier is committed to trading relationships that are both commercially viable and ethical. Their garment crafting factories use 100% renewable energy, with 95% of the polyester used in our uniforms being made from recycled plastic bottles.

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 as part of being treated for human consumption, and therefore generates carbon emissions.

Our Aim: 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 & 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 & 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 the watercourses, most notably those areas where fuels, oils and other chemicals are stored. We continue to audit and manage appropriate water safety measures in these areas. We have an ongoing emergency spillage contract in place, with regular reviews of procedures and equipment in order to minimise and mitigate risk.

We have identified infrastructure changes to enable us to reduce the amount of water pumped to foul, with a reduction of 31% seen in 2022/23 compared to 2019/20. We have also identified areas where we can improve the resilience of our systems, and these form part of our capital expenditure programme.

The Airfield Operations team continue to work hard to reduce the amount of de-icer used over the winter de-icing period, by focussing de-icing operations only on those areas where they are operationally 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 period. To incentivise on-site partners to keep the use of de-icers to a safe minimum, we continue to operate a recharging mechanism whereby partners are recharged for their share of the costs associated with processing contaminated surface water run-off.

We have reduced our water consumption by 10% in 2022/23 in comparison to 2019/20. The impact of the pandemic means that the development of a water conservation policy, including savings targets and interventions, has been deferred until 2023/24. We have focussed our resources on meeting the 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.

The 2021 Environment Act presents legally binding UK targets for the recovery of the natural world. Biodiversity is one of four priority areas, with a specific target to reverse the decline in species abundance by 2030. We continue to assess how we might achieve biodiversity net gain and reflect the importance of nature-based solutions as an essential part of the drive to tackle climate change.

Our Aim: 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) covering 42 hectares of land owned by the Airport to the south of the A45. As part of this plan, we continue to progress and implement biodiversity initiatives on this land, with our focus involving management of rare grasslands, maintaining hedgerows and providing nesting and roosting opportunities for protected species of bats and birds.

In September 2022, we again completed our annual HEELMP Monitoring Report, which showed good progress in managing high-quality habitats that support a wide range of species. Through this on-site monitoring we identified and carried out repair works on one barn owl box and the replacement of one bat box in 2020. This survey showed evidence of these two boxes being used by protected barn owl and bat species. The annual HEELMP Monitoring Report for 2022/23 will be completed in September 2023 and will form part of our next Sustainability Update.

We also continue to support initiatives in the Solihull Borough, with an annual contribution of £10,000 funding the delivery of a Tree Scheme, and a total contribution of £70,000 to date, which supports local tree and hedgerow planting projects. To date the Tree Scheme has supported 133 individual tree planting projects across Solihull and the wider Arden landscape with a total of 45,902 native trees and shrubs planted to create hedgerows and small woodlands.



03 - Reducing Our Environmental Impact

Biodiversity

Promoting biodiversity through the Community Trust Fund

Our Community Trust Fund encourages applications from projects that will improve awareness of biodiversity, deliver environmental education and training and encourage and protect wildlife. Over the past two years, the Trustees have awarded grants to a number of projects which delivered on these themes.

The [Britannia Youth Organisation](#) is a small grassroots company whose aim is to improve the quality of life of disadvantaged and neglected young people in Ward End, Bordesley Green and Hodge Hill. They wanted to encourage young people to grow their own produce and successfully applied for a grant of £2,800 to purchase equipment needed to maintain and develop an allotment, with the aim of putting isolated youngsters in touch with their environment.

[Clean and Green](#) is a community project based in north Solihull with a proven history of engaging with local communities to foster an appreciation of the valuable green spaces we have around us. They wanted to capitalise on the impact of the COVID-19 pandemic, which had highlighted the importance of being outdoors, and developed their “In my Back Yard” project, to help people discover wildlife on their doorstep. They received an award of £3,000 for the purchase of binoculars, camera traps and bird feeders to provide local people with the confidence, enthusiasm and knowledge to reconnect with the wildlife in their local area.



[Tudor Grange Academy Solihull](#) applied for funding for their project to build a safe and calm space for students to be outside and to prioritise their wellbeing. Their proposal envisaged a place for students to grow their own fresh produce and to cultivate seasonal flowers to improve health and wellbeing through the promotion of healthy lifestyles. The Trustees awarded over £2,000, which funded planters, a composter, various tools and a range of seeds and starter plants.

Lee Fletcher, who leads on partnerships and wider learning opportunities for the Academy said:

“The project will have huge mental and physical benefits for the school community and the environment. Gardening is an incredible tool in healing and recovery and can bring huge advantages, mentally and physically. For the individual student, it can bring a condition of worth, watching something you’ve worked on grow. Being outside can also help overcome anxiety and stimulate creativity, something which is particularly valuable when so many of our young people feel isolated as anxiety rates among teenagers are rising. Being a part of a shared project can help form friendships in a safe environment, while being outside, exercising and being present in the moment all enhance serotonin levels. As the garden grows it will add to the health of the community too.”

The Trustees were particularly keen to support the project because of these wider community benefits. Local primary schools will be able to access the garden during term time, for lessons in basic horticulture and how to grow plants. In school holidays, holiday projects will also use it to nurture an understanding of how we can protect wildlife and to promote awareness of environmental issues. Beyond its educational role, the project aims to forge closer links with the wider community, by providing a space where people can relax or get involved.

03 - Reducing Our Environmental Impact

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: 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:

We have continued to work closely with our airline partners and Air Traffic Control, achieving a rate of 99% for 'on-track' departures flying the Noise Preferential Routes and a rate of 93% of all arrivals being made by means of Continuous Descent Approaches, which reduce noise for those living beneath arrival routes.

We have continued to maintain a full range of noise management activities including the implementation of our Noise Action Plan 2019 - 2023, a comprehensive document containing 37 actions to minimise the impact of aircraft noise. This has included the ongoing measurement of noise at key locations around the Airport and the in-depth investigation of aircraft noise complaints. In 2022/23 we imposed noise violation penalties on airlines breaching our noise limits on one occasion. Our policies on Engine Ground Running continue to operate, and we report their effectiveness to the Airport Consultative Committee every quarter. In 2022 we created a new role with a specific focus on recording, investigating, and responding to enquiries on aircraft noise and track-keeping, allowing continued delivery and development of our commitment to minimise our impact on neighbouring communities.

We continue to operate a Night Flying Policy covering the night flying years of 2021 - 2024 within the night period (23:30 - 06:00). Our Night Flying Policy remains one of the most stringent policies of any UK Airport and was developed in collaboration with SMBC and our Airport Consultative Committee as part of a three-yearly review cycle.

Community Noise Report

In response to requests for wider availability of noise data that can be shared with local communities, a comprehensive Community Noise Report has been developed. This is available quarterly on the Birmingham Airport Website and incorporates airline noise performance, arrivals performance (continuous descent approaches), departures performance (track-keeping, noise violations), night flying, complaints (including complaints by area), helicopter statistics and ground noise data.



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: 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:

The Birmingham Airport Community Trust Fund continues to be our flagship community investment programme. During the financial years 2021/22 and 2022/23, a total of 84 applications were received and the Trustees made awards to 77 of these, with grants totalling £193,787.

The last two years have seen smaller numbers of applications than has been the case historically – a likely impact of the COVID-19 pandemic - and we have continued to see smaller numbers of applications from North Solihull than we would like. We implemented a series of measures in partnership with other organisations working in our target communities and these have been successful in attracting an increased number of applications.

The Trust Fund said farewell to some of its longest-serving trustees with the departure of Cllr Ted Richards and Mr Paul Orton who both retired from their roles. We have also seen the retirement of our long-standing Chairman Cllr Mike Ward, who has been with the Trust Fund virtually since its inception. Everyone connected with the Trust Fund is immensely grateful for the many years of dedicated service that all have given.

Our local primary and secondary schools have had a reduced appetite for visiting the Airport in the wake of the COVID-19 pandemic and as a result our Learning Hub has seen limited use during the period. Nevertheless, it continues to support our Corporate Responsibility programmes, hosting Jobs Fairs, training programmes and students studying on travel-related and specialist aviation industry programmes at Colleges and Universities across our region.

Our Charity Partnership with Solihull Mind has continued to develop. The highlight of our fundraising was a Midnight Runway Run, which saw staff, friends and families taking the rare opportunity to run the full length of our 3,000 metre runway, raising a total of over £12,000 in the process.



Solihull Mind Charity Partnership

Headspace Garden

We have worked with Solihull Mind to raise awareness of mental health issues among our own staff, through training sessions, the recruitment of a team of Mental Health Ambassadors and the development of a new facility, aimed at improving the wellbeing of Airport staff.

The 'Headspace Garden' was designed and created by the team at Solihull Mind and benefitted from their extensive knowledge of the positive impacts on an individual's mental health gained through their experience of running a horticulture project at a dedicated site in Knowle. Located a few minutes' walk from the terminal building, the garden takes advantage of an area of landscaping which is naturally sheltered by mature trees, shrubs and hedges to provide a secluded green space which is naturally insulated from the busy hubbub of the Airport site which surrounds it.

With the help of staff volunteers, the team at Mind installed benches, planters – even a water feature – and created a planting scheme to create a relaxed and tranquil environment for a few minutes rest and contemplation. Though not without its challenges – not least satisfying the requirement of the airfield safety team that they choose planting which will not encourage more birdlife to the site – the result is an oasis of calm amongst the otherwise bustling Airport site. It has been very well received (and used) by staff as somewhere different to take a break and has proved a great addition to our ongoing wellbeing strategy.

Community Trust Fund

2030 (Birmingham Airport) Sqn, Air Training Corps is based in Yardley and made an application to purchase a set of group equipment for Duke of Edinburgh Award expeditions.

Through the award young people learn valuable skills such as determination, commitment and teamwork through volunteering and working with other people and are required to complete an expedition for which they need outdoor kit such as tents, rucksacks and sleeping bags. The unit wanted to purchase these and other items to keep the cost of a full kit – which can be upwards of £300 – to an affordable level for those young people wishing to take part.

The Trustees recognised the value of the experience such expeditions deliver and made an award of £2,940, covering the cost of ten full kits consisting of a tent, rucksack, sleeping bags and mat, plus essential smaller items such as a compass and map case, waterproof trousers, water bottles and first aid kits.

In October 2021 ten cadets used this kit when they successfully completed the expedition section of their Bronze Award, while it has also been used by other cadets on two-day walks as they prepare for their own expeditions.

Saheli Hub Cycling Club

is based in Ward End Park, and helps women from communities where they do not traditionally cycle to get on their bikes to boost their physical and emotional wellbeing.

The club was awarded £3,000 by the Community Trust Fund to buy new cycles, essential tools, helmets and other safety equipment. Shaafia Bi, Cycling Activity Coordinator, of Saheli Cycling Club, said: "Saheli Cycling Club has been running women-only cycling sessions from Ward End Park for over 12 years and has taught over 2,500 women how to ride a bike. The cultural change towards cycling in the area has been amazing. Alongside teaching them how to ride, we have also supported locals to volunteer and train as Ride Leaders and Instructors for the club. We want to continue to remove barriers to women participating in cycling. We really are a social club and have helped many through isolation coming out of COVID-19. The new trikes we've been able to buy with the Airport funds will ensure everyone can participate, regardless of ability."



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: 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:

We have revamped our apprenticeship programme to increase the number of positions available in areas such as IT, airfield safety and motor transport, as well as opportunities for apprentice airfield, electrical and baggage systems engineers.

In the absence of a formal employment support programme (our previous work with partners The Prince's Trust, The Launch Group and Swissport having fallen victim to the COVID-19 pandemic), the Community Trust Fund Trustees have been supporting applications which include a significant element of employment training.

In the meantime, we have put in place funding which will deliver a scheme to recruit disadvantaged young people from east Birmingham and north Solihull into an industry specific training and support programme for those seeking employment on the Airport site.

Switch Radio

Switch Radio is a multi-award award-winning non-profit community radio station, reaching around 40,000 people in North-East Birmingham and North Solihull through broadcast, online and direct community engagement programmes.

Around three quarters of those living in its service area live in communities that feature amongst the top 20% most deprived regions in the UK. As such, the objective for Switch Radio is to reduce isolation and foster a sense of community and to provide hands-on skills training and media experience to help local people do something practical about unemployment.

Alongside its standalone radio training courses Switch works proactively to help young people meet their aspirations and training needs in media and to develop digital media and soft skills.

Switch was granted £3,000 towards a £36,000 project to invest in specialist broadcasting equipment to help secure the long-term future of the station and the vital opportunities for the area's young people that it delivers.

switch
radio

107.5FM · DAB · ONLINE



Birmingham Airport Limited

Diamond House
Birmingham Airport
Birmingham B26 3QJ

Telephone **+44 (0)871 222 0072**

www.birminghamAirport.co.uk

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