

Greenhouse Gas Emissions Report 2025-26

Introduction

Birmingham Airport is an international airport located eight miles to the east of Birmingham city centre in the West Midlands region of the United Kingdom. The airport is jointly owned by the seven Metropolitan Boroughs of the West Midlands and private investors.

In 2025/26, the airport welcomed 13.7 million passengers, serving around 40 airlines and directly connecting the region to more than 140 global destinations.

We remain firmly committed to achieving net zero carbon operations by 2033, with a focus on eliminating emissions from activities under our direct control and minimising reliance on carbon offsets. Since setting this ambition in 2019, Birmingham Airport has continued to drive forward decarbonisation, building on more than a decade of investment, innovation, and learning. Our Net Zero Carbon Plan, launched in April 2022, sets out the roadmap to 2033 and continues to guide our actions today.

The airport plays a critical role in both leading by example in managing our own emissions and influencing wider industry partners including airlines, handling agents, tenants, and concessions to accelerate their own carbon reduction efforts.

Passenger numbers have grown strongly, surpassing pre-pandemic levels. This growth presents both challenges and opportunities: the need to accommodate more passengers while continuing to cut emissions. Since 2019, we have achieved a 38% reduction in carbon emissions, demonstrating tangible progress on our journey.

Birmingham Airport's carbon management efforts have been independently recognised by Airports Council International (ACI) through its airport Carbon Accreditation (ACA) programme. This year, we achieved ACA Level 4 for the first time, reflecting the maturity of our carbon management approach and our commitment to driving meaningful emissions reductions across our operations.

Our strategy prioritises on-site and operational carbon reductions, investing in infrastructure and energy efficiency rather than relying on offsets. This approach ensures long-term credibility and resilience as we work towards our goal of net zero carbon operations by 2033.

This report presents Birmingham Airport's greenhouse gas (GHG) emissions and calculation methodology for the financial year 2025/26 (1 April 2025 to 31 March 2026). The report covers assurance and a narrative description of the principal measures taken for the purpose of increasing the airport's energy efficiency during the financial year. It is the fifth year of our commitment to report a full Scope 1, 2 and 3 GHG emissions footprint for the airport annually.

Any comments or questions in relation to the report should be directed to: sustainability@birminghamairport.co.uk.

Highlights 2025-26

**Awarded Level 4
Airport Carbon
Accreditation for
the first time**



**airport
carbon
accredited
LEVEL 4**

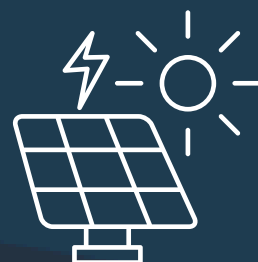
↓ 38%

**Direct carbon emissions in 2025/26,
38% less than 2019/20, achieved
through energy demand reduction,
efficiency interventions and on-site
renewables**

**The airport ran its third Sustainability Week in 2025, a
series of events and activities for the airport's employees
and business partners to raise awareness of energy
management and our Sustainability Strategy**



**First full year of solar generation from our 6.8 MW
'Alpha Bund' solar PV array. The array generated 6,528
MWh of electricity in 2025/26, saving c.1,550 tCO₂e**



91%

**aircraft operating
continuous decent approach
procedures, reducing noise
impacts and fuel burn**

**Birmingham Airport won
Infrastructure Project of the Year
at the Constructing Excellence
Midlands Awards 2025 for its
innovative solar project,
recognising leadership in carbon
reduction and sustainable airport
infrastructure**



80,716



**customers used the 97A
bus service. National
Express and BHX
launched the extended
97A route in July 2024**

51,000

**litres of renewable
hydrotreated vegetable
oil used to power our
fleet, saving 131 tCO₂e**

Streamlined Energy and Carbon Reporting (SECR) Policy

The UK's Streamlined Energy and Carbon Reporting (SECR) policy was implemented on 1st April 2019 under the Companies (Directors' Report) and Limited Liability Partnerships (Energy and Carbon Report) Regulations (SI 2018/1155).

Birmingham Airport meets the definition of a 'large unquoted company' under the Companies Act 2006 and is therefore required to produce the following SECR report which includes:



UK energy use (to include as a minimum purchased electricity, gas and transport)



The associated **greenhouse gas emissions**



At least one **intensity ratio** (for Birmingham Airport, CO₂/passenger is used)



The **previous year figures** for energy use and GHG emissions



Information about **energy efficiency** action taken during the reporting period



Methodologies used in the calculation of **disclosures**

The SECR report can be found on page 7 and in the 2025/26 financial statements



Setting the Operational Boundary

In setting the operational boundary and calculating the GHG emissions footprint, Birmingham Airport followed UK Government guidance (HM Government, 2019), the GHG Protocol Corporate Standard (WBCSD/WRI, 2004), GHG Protocol Scope 3 Standard (WBCSD/WRI, 2011) and sector-specific requirements of Airport Carbon Accreditation Level 4 (ACI, 2026).

Birmingham Airport adopted the 'operational control' approach (WBCSD/WRI, 2004). As such, this report presents energy usage and associated GHG emissions from all Birmingham Airport operations as tonnes of carbon dioxide equivalent (t/CO₂e). To convert raw information on a company's activities into GHG emissions, the Department for Energy Security and Net Zero (DESNZ) provides annually updated conversion factors. The 2025 GHG conversion factors published 10 June 2025 have been applied to this 2025/26 footprint following UK Government guidance (DESNZ, 2025).

Birmingham Airport's GHG emissions footprint consists of three emissions 'Scopes'. Scope 1 and 2 emissions form the basis of standard practice and are the minimum requirement for reporting under SECR. Companies are encouraged to go beyond the minimum requirements and voluntarily include any other material source of energy use or GHG emissions, classed as Scope 3, indirect emissions. Birmingham Airport has voluntarily calculated and reported Scope 3 emissions every three years since 2012/13 and committed to do so on an annual basis as of 2021/22.

Scope 1 Emissions

Scope 1 emissions are direct GHG emissions that occur from sources that are owned or controlled by Birmingham Airport, including:

- Gas consumption (excluding tenant and concession usage)
- LPG consumption
- Fuel consumption (owned and leased fleet)
- Diesel fuel used in generators
- Refrigerants
- De-icer
- CO₂ fire extinguishers

Scope 2 Emissions

Scope 2 emissions are indirect GHG emissions associated with the purchase of electricity, steam, heat, or cooling. Although Scope 2 emissions physically occur at the facility where they are generated, they are accounted for in Birmingham Airport's GHG emissions inventory because they are a result of the organisation's energy use. Birmingham Airport includes the following Scope 2 emission sources within the GHG inventory:

Consumption of purchased electricity (excluding tenant and concession electricity)

Scope 3 Emissions

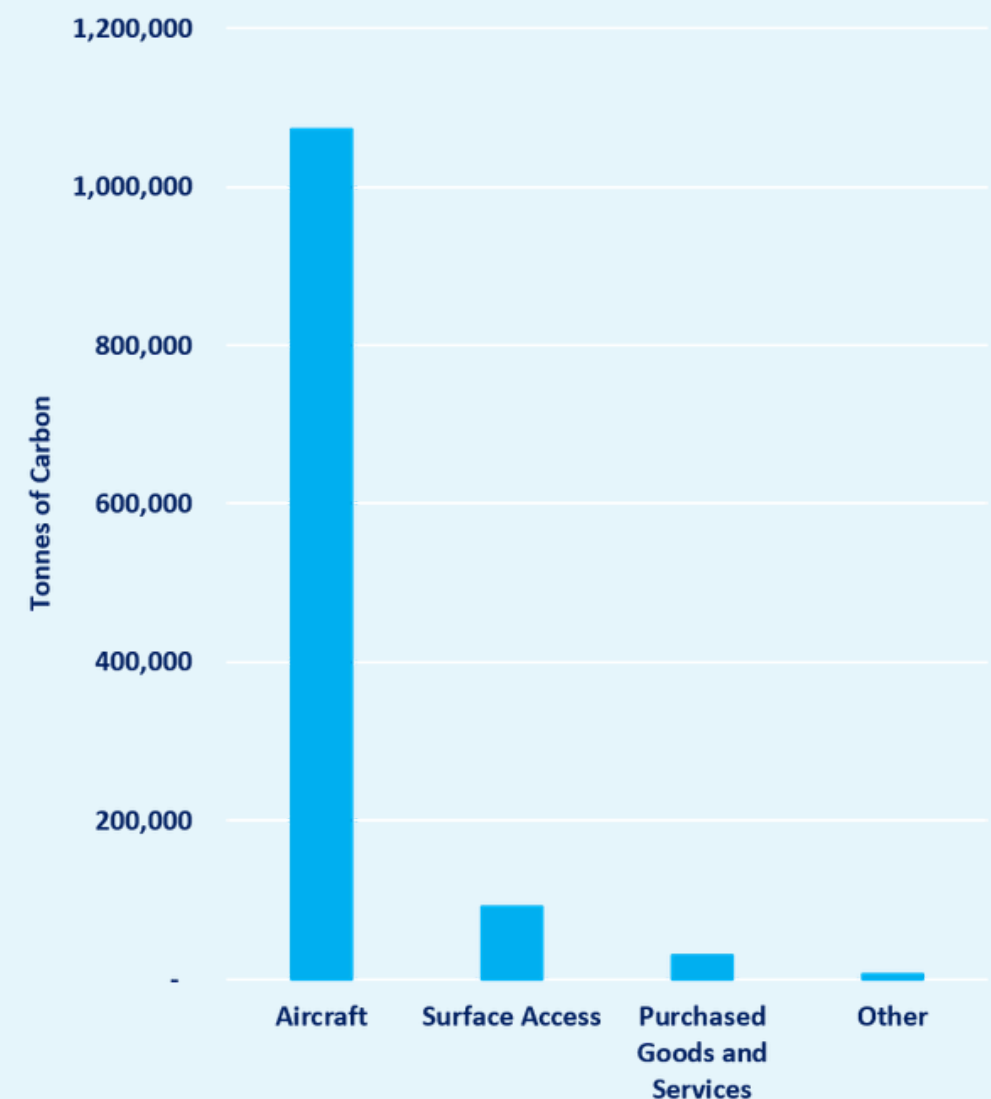
Scope 3 emissions are indirect emissions that are a result of operations associated with Birmingham Airport, but which occur from sources not owned or controlled by it.

As a minimum, the airport follows Level 4 Airport Carbon Accreditation guidance (ACI, 2026) to determine which Scope 3 emission sources to include within the GHG emissions footprint. In addition, the airport reports sources included in the GHG Protocol Corporate Value Chain (Scope 3) Accounting and Reporting Standard (WBCSD/WRI, 2011).

The airport will continue to assess the Scope 3 emission sources it reports on annually to ensure activities that are important to our stakeholders, activities we can guide and influence and activities with the greatest impact are included within the carbon footprint. The airport endeavours to continuously improve the calculation methodology to provide an emissions total that is as accurate as is practical.

The airport reports emissions from the following sources (a full breakdown is detailed on page 8):

Scope 3 Emissions Breakdown 2025-26



Methodology

Data Sources for Emissions Calculations



SCOPE 1 & 2 EMISSIONS



Departmental data



Supplier invoices



Fuel transaction reports



Metering



Conversion factors



SCOPE 3 – AIRCRAFT



ATMs / Airport Operational Database



ICAO Engine Databank



Engine testing reports



Fuel uplift data



ACI ACERT Tool



SCOPE 3 – OTHER



Travel surveys



Employee expenses



3rd party fuel transaction reports



Water & waste invoices



Supplier cost reports

Emissions are calculated using the latest 2025 conversion factors provided by the Department for Energy Security and Net Zero (DESNZ). Scope 1, 2 and 3 boundaries align with the requirements of Airport Carbon Accreditation Level 4.

SECR Report

Our location-based greenhouse gas (GHG) emissions in 2025/26 (6,455 tCO₂e) decreased by 11% compared to the previous year (7,253 tCO₂e), despite passenger numbers increasing by 6%.

Scope 1 emissions increased by 10% compared with 2024/25, primarily due to a higher number of refrigerant leaks and an increase in gas use associated with measures to improve thermal comfort within the estate. These increases were partially offset by reductions in vehicle-related emissions through the use of low-carbon Hydrotreated Vegetable Oil (HVO) and reduced generator usage.

Scope 2 (location-based) emissions decreased by 28% from 2024/25, reflecting a full year of onsite electricity generation from our Alpha Bund solar PV array. Total solar electricity generation (used onsite) was 6,528 MWh, saving 1,155 tCO₂e. We also benefited from a 15% reduction in the carbon intensity of the electricity grid. Total site consumption, including grid electricity and solar was 22,450,780 kWh, 3% higher than 2024/25 (21,714,561 kWh). While ongoing energy demand reduction initiatives and investment in more energy-efficient building systems continued to moderate consumption, these savings were offset by higher average temperatures and the associated increase in cooling demand, together with increased passenger numbers and higher air traffic movements.

Scope 3 emissions from business car travel decreased by 18%, reflecting the continued transition towards electric vehicles.

Our market-based GHG emissions in 2025/26 (3,638 tCO₂e) increased by 10% from 2024/25 (3,321 tCO₂e) primarily due to an increase in gas consumption and refrigerant leaks. Relative to our 2019/20 GHG emissions baseline year, our location-based emissions have reduced by 3,872 tCO₂e (38%).



BHX 2025-26 GHG EMISSIONS REPORT

The SECR report, as detailed in the airport's annual report, is presented in the below table.

Energy Usage & Tonnes of CO2e by Emissions Type							
Emissions Type	2024/25			2025/26			% Change Tonnes of CO2e
	Consumption	Unit	Tonnes of CO2e	Consumption	Unit	Tonnes of CO2e	
Scope 1 (Gas)*	12,637,878	kWh	2,311	13,101,796	kWh	2,397	4%
Scope 1 (Fuel – Owned Transport)**	288,870	litres	724	319,603	litres	689	-5%
Scope 1 (Refrigerants)	0	kg	0	181	kg	301	n/a
Scope 1 (De-icer)	120,500	litres	132	175,526	litres	133	1%
	51,968	kg		27,575	kg		
Scope 1 (Fuel – Diesel Generators)	51,959	litres	131	38,960	litres	100	-23%
Scope 1 (LPG)	4,658	litres	7	2,374	litres	4	-49%
Scope 1 (CO2 Fire Extinguishers)	20	kg	0	12	kg	0	-40%
Scope 1 (Total)	-		3,305	-		3,624	10%
Scope 2 (Purchased Electricity; Location-Based)*	18,995,469	kWh	3,933	15,922,953	kWh	2,818	-28%
Scope 2 (Purchased Electricity; Market-Based)***			1			1	0%
Total (Scope 1 & 2; Location-Based)	-		7,238	-		6,443	-11%
Total (Scope 1 & 2; Market-Based)	-		3,306	-		3,625	10%
Scope 3 (Business Car Travel)****	7,910	miles	15		miles	12	-18%
	6,066	litres			litres		
Total (Scope 1, 2 & 3; Location-Based)	-		7,253	-		6,455	-11%
Total (Scope 1, 2 & 3; Market-Based)	-		3,321	-		3,638	10%

*Gas and electricity used by tenants and retail concessions are excluded as they are reported under SECR by these third-party companies.

**The 2024/25 owned transport fuel consumption figure has been updated from 284,249 litres to 288,870 litres in this year's report. This amendment relates to fuel consumption data only. The previously reported carbon emissions figure was calculated correctly and remains unchanged.

***100% of electricity procured through the airport's group power contract is green, generated by renewable sources such as solar and wind power. Electricity used by the airport's community noise monitors and community lighting are not part of the group contract, nor is electricity from public EV charging points used in personal/hire cars on business use.

****Business car travel emissions were calculated using both mileage claims (miles) and fuel receipts (cost converted into litres). These were added together for an overall business car travel emissions figure.

Full GHG Emissions Inventory

GHG Emissions Inventory (t/CO ₂ e)		
Emissions Type	2024/25	2025/26
Scope 1 (Gas)	2,311	2,397
Scope 1 (Fuel – Owned Transport)	724	689
Scope 1 (Refrigerants)	131	301
Scope 1 (De-icer)	132	133
Scope 1 (Fuel – Diesel Generators)	7	100
Scope 1 (LPG)	0	4
Scope 1 (CO ₂ Fire Extinguishers)	0	0
Scope 1 (Total)	3,305	3,624
Scope 2 (Purchased Electricity; Location-Based)	3,933	2,818
Scope 2 (Purchased Electricity; Market-Based)	1	1
Total (Scope 1 & 2; Location-Based)	7,238	6,443
Total (Scope 1 & 2; Market-Based)	3,306	3,625
Scope 3 (Aircraft Full Flight, Excluding LTO Cycle)*	965,425	979,261
Scope 3 (LTO Cycle)**	88,279	89,294
Scope 3 (Passenger Surface Access)	67,135	77,581
Scope 3 (Purchased Goods and Services, inc. Construction)	23,723	29,286
Scope 3 (Third-party Surface Access)	11,919	12,033
Scope 3 (On-stand Power (APU))	4,035	4,154
Scope 3 (Tenant and Concession - Electricity)	2,958	2,455
Scope 3 (Staff Surface Access)	1,412	1,370
Scope 3 (Third-party GSE Fuel)	1,035	1,075
Scope 3 (Tenant and Concession - Gas)	844	799
Scope 3 (Well-to-Tank Fuel)	591	613
Scope 3 (Aircraft Engine Testing)	915	425
Scope 3 (Third-party De-icer)	494	420
Scope 3 (Electricity Transmission and Distribution)	348	295
Scope 3 (Home Working)	97	165
Scope 3 (Water Use and Treatment)	182	104
Scope 3 (Business Travel - Air)	107	61
Scope 3 (Tenant and Concession - Refrigerants)	354	32
Scope 3 (Business Travel - Car)	15	12
Scope 3 (Waste Management)	11	8
Scope 3 (Goods Deliveries)	4	4
Scope 3 (Business Travel - Train)	1	1
Scope 3 (Business Travel - Taxi)	1	1
Scope 3 (Total)	1,169,883	1,199,449
Total (Scope 1, 2 & 3; Location-Based)	1,177,122	1,205,892
Total (Scope 1, 2 & 3; Market-Based)	1,173,190	1,203,074

*Aircraft Full Flight emissions for 2024/25 have been restated from 1,053,704 tCO₂e to 965,425 tCO₂e. Following a review by our independent assurance provider, LTO Cycle emissions have been excluded from the Aircraft Full Flight total to remove double counting and ensure alignment with reporting best practice

**LTO Cycle emissions for 2024/25 have been restated from 92,314 tCO₂e to 88,279 tCO₂e. The previously reported figure inadvertently included emissions associated with Auxiliary Power Unit (APU) usage



Scope 3 Emissions

Birmingham Airport's full GHG emissions inventory is presented in the table. Our total GHG emissions footprint was 1,205,892 tCO₂e in 2025/26.

Scope 3 emissions increased by 2.5% to 1.20 million tCO₂e during 2025/26. The principal drivers of this increase were higher passenger surface access emissions, reflecting increased passenger numbers and greater private car usage, together with increased emissions associated with purchased goods, services and construction activities. Aircraft Full Flight emissions, which represent over 80% of total Scope 3 emissions, increased by only 1.4% despite passenger growth of 5.5% and air traffic movements increasing by 3.8%. This demonstrates the benefits of ongoing fleet modernisation, including the increasing deployment of more fuel-efficient Next Generation aircraft. Significant reductions were achieved in aircraft engine testing, tenant electricity consumption, refrigerant losses and business travel emissions, partly offsetting the overall increase in Scope 3 emissions.

Progress Summary - Scope 1 & 2 Emissions

Energy Demand Reduction

- The greenest energy is the energy we don't use, that's why the airport has continued to focus on energy demand reduction.
 - Managing energy consumption using sub-metering, energy walkarounds and meetings of the Operational Energy and Cost Reduction Group, the airport made 140 interventions, delivering savings of c. 543 MWh of energy. This included HVAC optimisation and switching off assets not in use.
- In addition to energy efficiency, water conservation was also a focus this year:
 - We installed water saving devices to all passenger-facing handwash basins in the South Terminal, reducing water consumption by 52%.
- A focus on engaging colleagues.
 - The airport's Sustainability team ran our third Sustainability Week in 2025, a series of events and activities for the airport's employees and business partners to raise awareness of energy management and our Sustainability Strategy.
 - We also hosted a passenger-facing stand in the terminal, giving us a great opportunity to share our sustainability journey with passengers and staff alike.



Energy Efficiency Investments

- All high mast lighting on the terminal side of the airfield has been upgraded from high-pressure sodium (SON) to LED, saving 125,000 kWh of electricity, and 26 tonnes of carbon per year.
- We are partway through a project to upgrade taxiway lighting from halogen bulbs to LED. 50% of all taxiway fittings are now LED and once completed, the project will save 66 tonnes of carbon per year.
- Energy efficiency improvements have been implemented on the Short Pier, including the full upgrade of lighting to LED with a DALI-controlled system. This enables automated dimming and switching during low-occupancy periods, reducing electricity consumption. During concurrent construction works, defects in the building fabric were identified, including gaps in the envelope causing air infiltration and unwanted heat loss/gain. These areas have been sealed and insulated to improve thermal performance.
- Transitioning away from gas-fired heating and hot water systems remains a key priority. During the year, we progressed development of our long-term HVAC strategy to 2033, including completion of a detailed thermal modelling study of the terminal. This work has improved our understanding of current heating and cooling loads and identified opportunities to enhance building fabric performance. These insights will inform our future HVAC strategy, currently in development.



High mast lighting LED upgrades

Progress Summary - Scope 1 & 2 Emissions

Renewables

- We benefitted from our first full year of solar generation from our 6.8 MW 'Alpha Bund' solar PV array. The array generated 6,528 MWh of electricity in 2025/26, saving c.1,550 tCO₂e.



- During the reporting period, the airport used approximately 51,000 litres of renewable hydrotreated vegetable oil (HVO) as a drop-in substitute for conventional diesel across a selection of operational vehicles, saving 131 tCO₂e. HVO is a renewable fuel produced from sustainable waste-derived feedstocks and is compatible with existing diesel engines, enabling immediate emissions reductions without vehicle modification.



airport
carbon
accredited
LEVEL 4



Management

- The airport achieved Level 4 of the Airport Carbon Accreditation (ACA) scheme for the first time, a reflection of the progress we have made managing emissions.
- This reporting year marked the first time the airport completed an EcoVadis sustainability assessment. The airport achieved a score of 63 out of 100, resulting in the award of a "Committed" badge, providing independent validation of the maturity of our sustainability management practices. EcoVadis is a globally recognised sustainability ratings platform that evaluates organisations across four themes: Environment, Labour & Human Rights, Ethics, and Sustainable Procurement. The assessment provides independent benchmarking against peers and supports continuous improvement in sustainability performance.
- We have continued to develop and implement an ISO50001 aligned energy management system.
- The airport has continued to embed energy and carbon performance evaluation during procurement, under the umbrella of a new Sustainable Procurement Policy, and the design stage of capital projects.

Progress Summary - Scope 3 Emissions

Aircraft Operations

Aircraft in flight remain the largest source of aviation emissions, and Birmingham Airport continues to support industry decarbonisation through Sustainable Aviation's Net Zero Roadmap. We upgraded Fixed Electrical Ground Power facilities to increase the use of renewable electricity by aircraft on stand and continue to facilitate lower-carbon take-off and landing procedures through efficient airspace design.

Through Operation Pathfinder, we are pursuing a range of initiatives to support more efficient aircraft operations, including monitoring and feeding back Continuous Descent Approach (CDA) performance with airline partners, helping to reduce fuel burn and emissions. CDA compliance reached 91% in 2025/26. We are also exploring the introduction of airline sustainability league tables to further encourage operational efficiency and emissions reduction. Differential landing charges for cleaner and quieter aircraft continue to incentivise fleet modernisation, with 28% of aircraft movements operated by next-generation aircraft during the year.

Surface Access

Passenger and visitor travel remains the second largest source of Birmingham Airport's Scope 3 emissions. Through our Surface Access Strategy, we continue to encourage more sustainable journeys to and from the airport. During the year, bus patronage continued to grow, with employee bus usage already exceeding our 2028 target. Following the successful launch of the extended 97A service in 2024, around 80,000 customers used the route, while new services including FlixBus, improved public transport connectivity. We also enhanced sustainable travel infrastructure through the refurbishment of cycle lockers, installation of new travel information screens, and increased promotion of employee SWIFT cards, driving greater engagement with sustainable transport options across the airport campus.

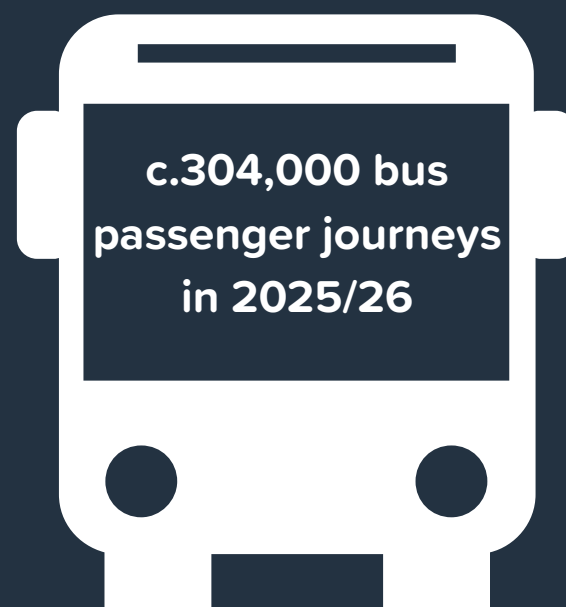
Collaboration

Effective collaboration with internal and external stakeholders remains critical to achieving emissions reductions across Birmingham Airport's operations. We continue to play an active role in the airport Sustainability Forum, working alongside other UK airports to share best practice and address the challenges of airport decarbonisation collectively.

The airport also remains a participant in the Hydrogen Valley consortium, collaborating with partners across the Midlands to support the development of the regional hydrogen economy. Building on our long-term partnership with ZeroAvia, we continue to support the future deployment of hydrogen refuelling infrastructure and the advancement of zero-emission flight technologies.

At a local level, Birmingham Airport is an active member of the Solihull Sustainability Visioning Group and remains committed to the West Midlands Net Zero Business Pledge, supporting regional efforts to accelerate the transition to a low-carbon economy.

During the reporting period, we launched a new Sustainability Partner Pledge for on-site concessionaires, strengthening engagement across the airport campus and helping to ensure partner activities align with the objectives of Birmingham Airport's Sustainability Strategy.



Future Aviation Fuels

We are developing our position on future aviation fuels and are in discussion with the relevant industries and decision-makers, including airlines, fuel providers and other airports, regarding the use of SAF – Sustainable Aviation Fuel. As a future fuel, SAF offers up to 80% lower lifecycle carbon emissions compared to conventional jet fuel, playing a crucial role in our journey towards net-zero aviation.

In the UK, the Jet Zero Strategy (2022) continues to set the pathway to achieving Net Zero aviation by 2050. Progress has accelerated with the introduction of the UK SAF Mandate, which came into force on 1 January 2025 and requires fuel suppliers to deliver 2% Sustainable Aviation Fuel (SAF) in 2025, increasing to 10% by 2030 and 22% by 2040. Birmingham Airport fuel suppliers are committed to operating to the mandate target.

HyPRIME

Birmingham Airport has joined the ZeroAvia-led HyPRIME project to help develop hydrogen infrastructure for aviation. Working with industry partners, the project will test mobile hydrogen refuelling technology in a live airport environment, supporting the future introduction of hydrogen-powered aircraft and zero-emission flight.

Assurance

Birmingham Airport recognises the importance of transparency, credibility, and comparability in climate disclosures. Our GHG emissions data is prepared in accordance with the GHG Protocol Corporate Standard (WBCSD/WRI, 2004), the GHG Protocol Scope 3 Standard (WBCSD/WRI, 2011), and the UK Government Environmental Reporting Guidelines (HM Government, 2019).

- Methodology: Emissions are calculated using the latest 2025 conversion factors provided by the Department for Energy Security and Net Zero (DESNZ, formerly BEIS). Scope 1, 2 and 3 boundaries align with the requirements of Airport Carbon Accreditation Level 4.
- Operational Control Approach: The airport reports emissions from all operations under its direct control, consistent with UK and international GHG accounting practice.
- Internal Assurance: Data is collected under the airport's ISO 14001-aligned Environmental Management System and ISO 50001-aligned Energy Management System. Sustainability team members apply documented operating procedures for emissions calculations. Birmingham Airport's Internal Audit team confirmed the consistent application of emission factors, energy data accuracy and the reasonableness of reported Scope 1 and Scope 2 emissions.
- External Audit: GHG data and methodologies disclosed under the UK's Streamlined Energy and Carbon Reporting (SECR) requirements are independently audited annually as part of the airport's statutory accounts.
- Comparability: We benchmark performance against UK and European peers through the ACA programme and voluntarily expand Scope 3 reporting to align with leading UK airports.

This assurance process provides confidence that Birmingham Airport's carbon footprint is prepared on a consistent, accurate, and transparent basis, supporting our stakeholders in assessing progress towards Net Zero 2033.

References

- Airports Council International (ACI) (2026). Airport Carbon Accreditation – Levels 4 & 4+ Requirements (Edition 1.0). Level-4-and-4-Requirements-Edition-1.0-2026.pdf
- Department for Energy Security and Net Zero (DESNZ) (2025). UK Government GHG Conversion Factors for Company Reporting. <https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>
- HM Government (2019). Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance. <https://www.gov.uk/government/publications/environmental-reporting-guidelines-including-mandatory-ghg-emissions-reporting-guidance>
- Sustainable Aviation (2023). Decarbonisation Roadmap. <https://www.sustainableaviation.co.uk>
- WBCSD/WRI (2004). GHG Protocol: A Corporate Accounting and Reporting Standard (Revised Edition). <https://ghgprotocol.org>
- WBCSD/WRI (2011). Corporate Value Chain (Scope 3) Accounting and Reporting Standard. <https://ghgprotocol.org/standards/scope-3-standard>





Birmingham Airport Limited

Diamond House
Birmingham Airport
Birmingham B26 3QJ

www.birminghamairport.co.uk

Registered at the above address. Registered in England & Wales no. 2078273.
Copyright Birmingham Airport Limited - Published September 2026

Here for **your journey**