

Departures Performance

Track Keeping

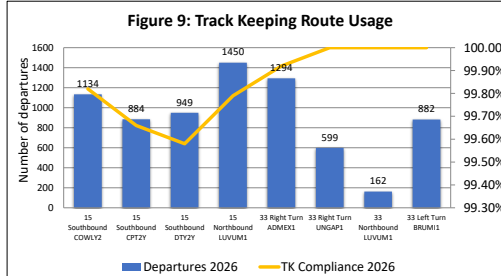
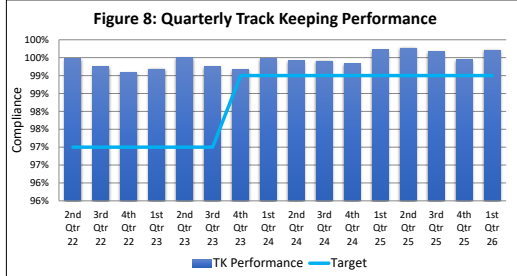
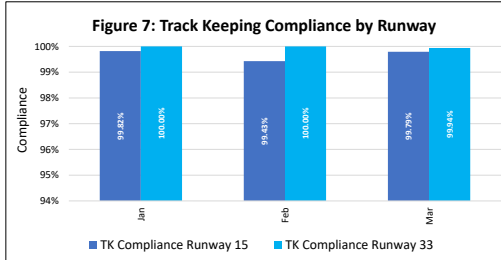
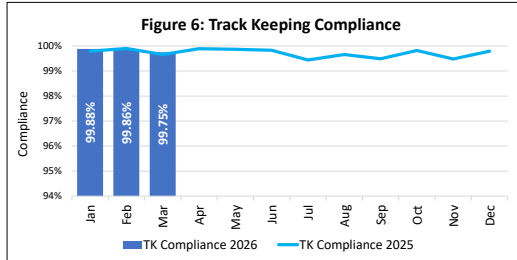


Figure 10 shows a map of the five noise preferential routes (NPRs) for departures in use at Birmingham Airport. The table below lists the altitudes up to which aircraft are required to stay within the noise preferential route, in order to be classed as 'on-track'. Once above the minimum vectoring altitude, air traffic control may provide pilots with vectors to facilitate a more direct path towards their destination.

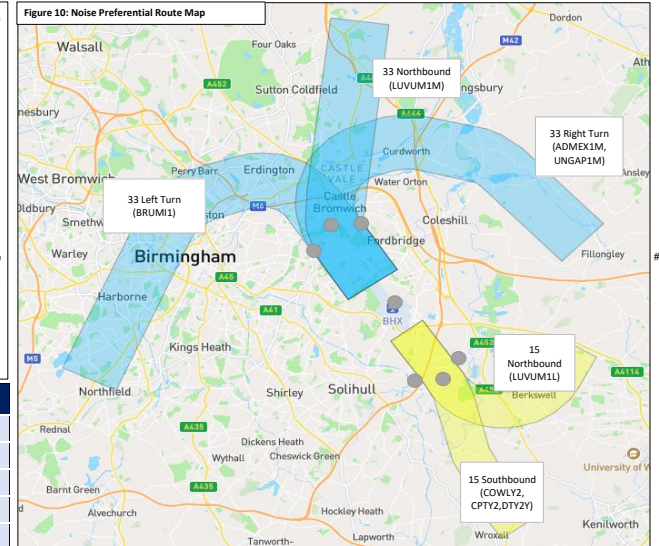
Figure 6 shows the overall departure track keeping compliance for Q1 2026 vs 2025. Track keeping compliance in Q1 2026 remained in excess of 99% across all months.

Figure 7 shows rolling track keeping compliance by runway, with a marginal difference between R33 and R15, with track keeping compliance higher for operations departing from Runway 33. This is due to there being more total departures off R33, as seen in the Runway Statistics section of this report.

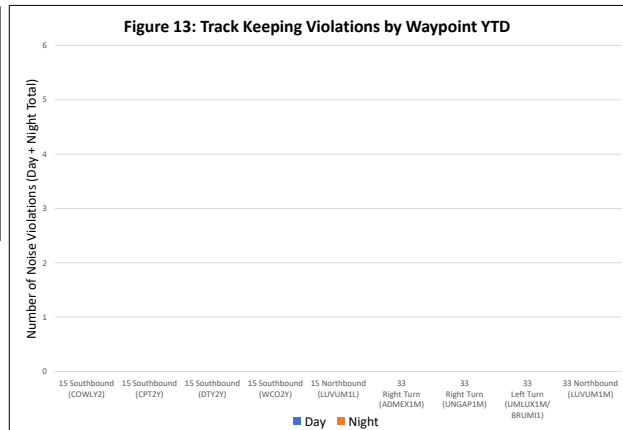
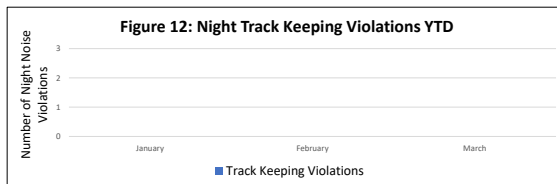
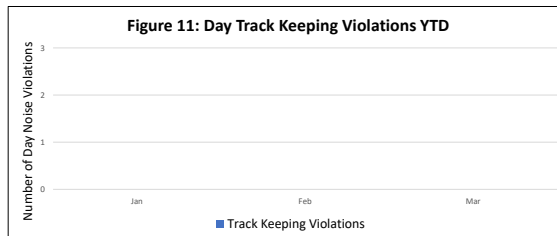
Figure 8 shows quarterly track keeping performance vs target. Track keeping has exceeded 96% consistently since 2018 and has met target for all quarters except Q1 2021. It should be noted that from Q3 2023 the track keeping target has risen from 97% to 99%.

Figure 9 shows 2026 YTD route usage and the associated track-keeping compliance. Track keeping YTD is above 98% for all routes. The routes most utilised were R33 Right-turn (ADMEX1M/UNGAP1M), R33 Northbound (LUVUM1L) and R15 Southbound (COWLY2, CPT2Y, DTY2Y) consecutively.

Routes	Minimum Vectoring Altitude
15 Southbound (COWLY2, CPT27, DTY2Y)	4000 ft
15 Northbound (LUVUM1L)	3000 ft
33 Right Turn (ADMEX1M/UNGAP1M)	3000 ft
33 Left Turn (BRUM1L)	3000 ft
33 Northbound (LUVUM1M)	3000 ft



Track Keeping Violations



Birmingham Airport operates a fining regime for departing aircraft who violate the parameters of our Noise Preferential Routes (NPRs). Aircraft who have not had permission granted to them by our Air Traffic Control team to leave their designated NPR early are issued a surcharge. There are two track-keeping violation surcharges: a daytime charge, levied to offending aircraft operating between 0600-2329 hours, and a night-time charge for those operating between 2330-0559 hours.

Aircraft will only be granted permission to deviate from their NPR prior to reaching minimum vectoring altitude according to weather, traffic, medical emergencies, or other safety related concerns.

Figure 11 shows monthly daytime track keeping violations for 2026. There have been no track keepings violations for the year to date.

Figure 12 shows monthly night time track keeping violations for 2026. There have been no night time track keeping violations for the year to date.

Figure 13 shows year to date day and night track keeping violations by waypoint for the year to date 2026. There were no track-keeping violations in Q1 2026.

Full details of our track keeping violation surcharging mechanism can be found within our Fees and Charges document, publicly available on our website [here](#).

Departures Performance Continued

Noise Violations

Figure 14: Day Noise Violations

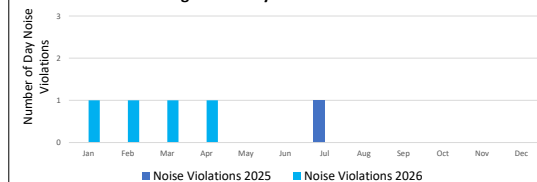


Figure 15: Night Noise Violations

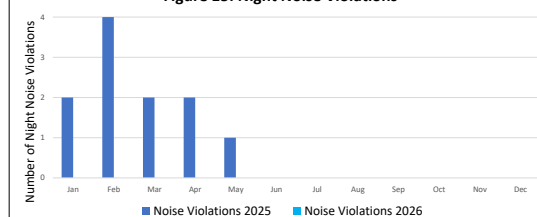
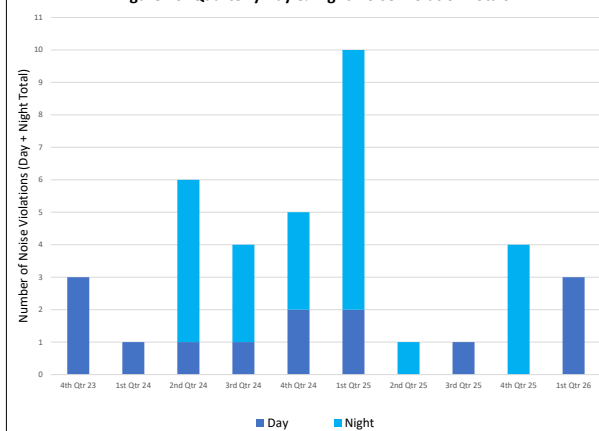


Figure 16: Quarterly Day & Night Noise Violation Totals



Birmingham Airport operates a fining regime for noisy aircraft departing from the airfield. There are two violation level limits: a daytime limit of 90dB(A), operational between 0600-2329 hours and a more stringent night-time limit of 81dB(A) (reduced from 83dB from 1st April 2024), operational between 2330-0559 hours. If a departing aircraft registers a noise level above this at our centreline noise monitors (Noise Monitors 1 and 2), the airline is surcharged an amount equivalent to a full runway charge, thus deterring noisier aircraft from operating. All funds from night noise violations are placed into the Community Trust Fund, a registered charity that benefits projects in the local community.

Figure 14 shows the monthly number of daytime noise violations for 2025 and 2026. There was one daytime noise violation recorded in 2025. In 2026, four daytime noise violations were recorded during the first quarter.

Figure 15 shows the monthly number of night-time noise violations for 2025 and 2026. A total of 11 night noise violations were recorded in 2024, compared to 9 in 2025. No night-time noise violations were recorded during the 1st quarter of 2026.

Figure 16 shows quarterly day and night noise violations from Quarter 1 2022 to Quarter 1 2026. Peak day noise violations occurred in Quarter 4 2023, with three.

Full details of our runway charging mechanisms can be found within our Fees and Charges document, publicly available on our website [here](#). For daytime noise violations a surcharge of £805 is levied, with provisions for an extra £180 per full decibel over the 90 dB(A) limit. For night noise violations a full runway charge of £18.44 per tonne is levied, with provisions for an extra £180 per full decibel over the 81 dB(A) limit.

Date & Time (GMT)	NMT	Max. Level dB(A)	Flight No.	Airline	Aircraft	Runway	Amount	Paid (Yes/No)	Type
25/07/2025 at 07:55	1	92.3	Unknown	RSF	C130	33	£1,120	No	Day
30/01/2026 at 14:10	2	92.1	SIG484	RSF	C130	15	£1,120	No	Day
25/02/2026 at 12:01	2	91.2	Unknown	RSF	C130	15	£945	No	Day
29/03/2026 at 10:17	1	90.5	CVK7026	CVK	AN12	33	£770	Yes	Day

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Ground Noise - Engine Ground Running

Engine Ground Running is required by airlines following essential aircraft maintenance and only takes place when absolutely necessary for safety reasons, in line with our Engine Ground Running Policy.

No Engine Ground Running may take place without the prior written permission of the Airfield Duty Manager (ADM), with the exception of check starts and ground idle. Full power engine ground running is not permissible between the hours of 2300 and 0600 (0800 on Sundays). In addition, no full power Engine Ground Running is permitted between 1030 and 1230 hours on Sundays and Good Fridays.

Any full-power Engine Ground Running conducted within the Morning Shoulder Period (MSP) which is between 0600 and 0700 hours (0600 to 0800 hours on a Sunday) has an associated Morning Shoulder Period noise level assessment carried out. There have been no full power Engine Ground Runs carried out in the Morning Shoulder Period since the 2nd quarter of 2019.

Figure 17 shows a quarterly profile of the number of full power Engine Ground Runs conducted on Taxiway Tango. Tango is located to the East of the airfield and Engine Ground Runs will only take place here between the hours of 07:00 and 20:00.

Figure 18 shows the quarterly profile of full power Engine Ground Runs since the 2nd Quarter of 2023. The third quarter of 2024 saw the highest number of full power engine ground runs with 18, each subsequent quarter has seen the number remain below 18.

Figure 17: Full Power Engine Ground Runs Taxiway Tango

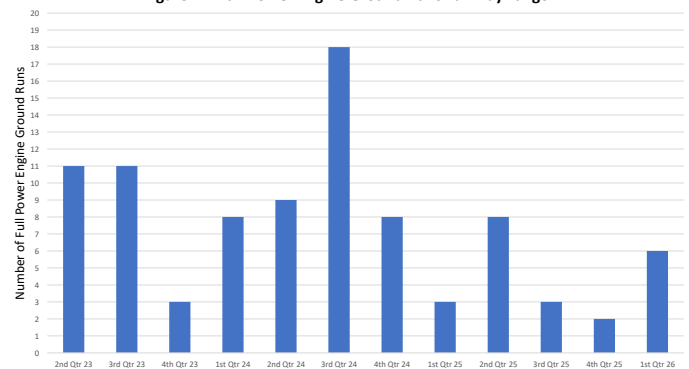
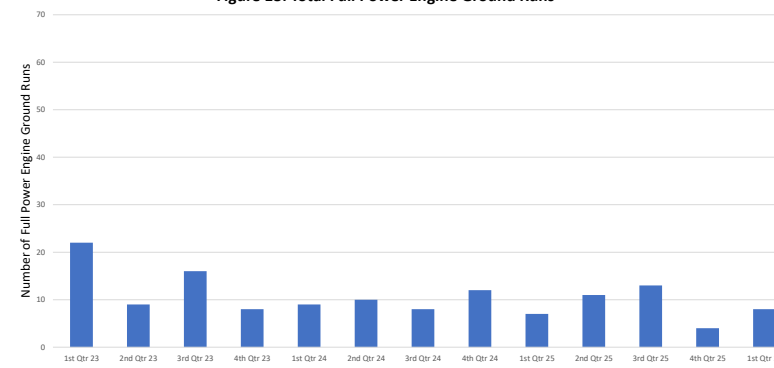
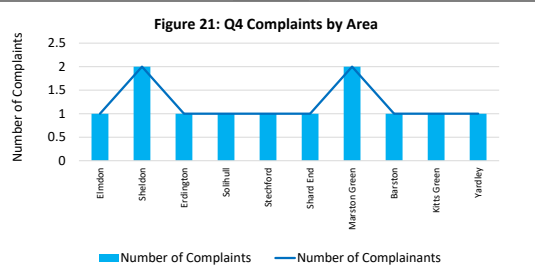
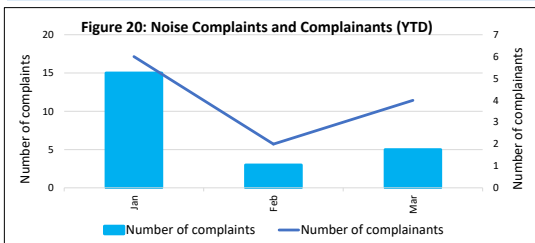


Figure 18: Total Full Power Engine Ground Runs

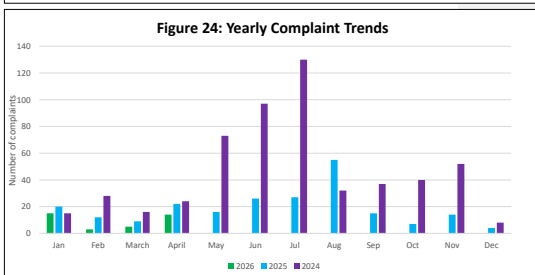
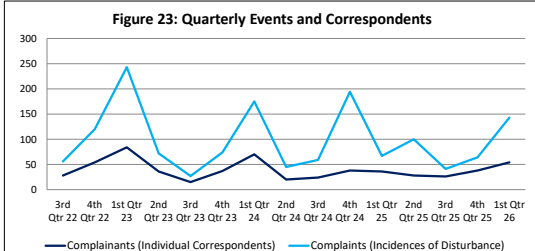


Aircraft Activity Complaints

Complaints - 2025



Complaints - Trend Analysis



In Quarter 1 2026, 23 aircraft complaints were received from 10 individual correspondents (complainants).

Figure 20 (left) illustrates the number of noise complaints received by month for 2026 YTD. January saw the highest number of complaints received with 15 complaints from 6 complainants.

Figure 21 (below left) provides a breakdown of complaints and complainants by area of origin for Q1 2026, for the top ten areas of complaint. Sheldon and Marston Green are the areas from which we received the most complaints in Q1 with 2 complaints from 2 complainants for both areas.

Figure 22 (right) is a map showing the distribution of the complaints and complainants by area, as well as the tracks of all movements in Q1 2026.

Figure 22: Map showing Quarter 1 2026 Tracks & Complaints By Area

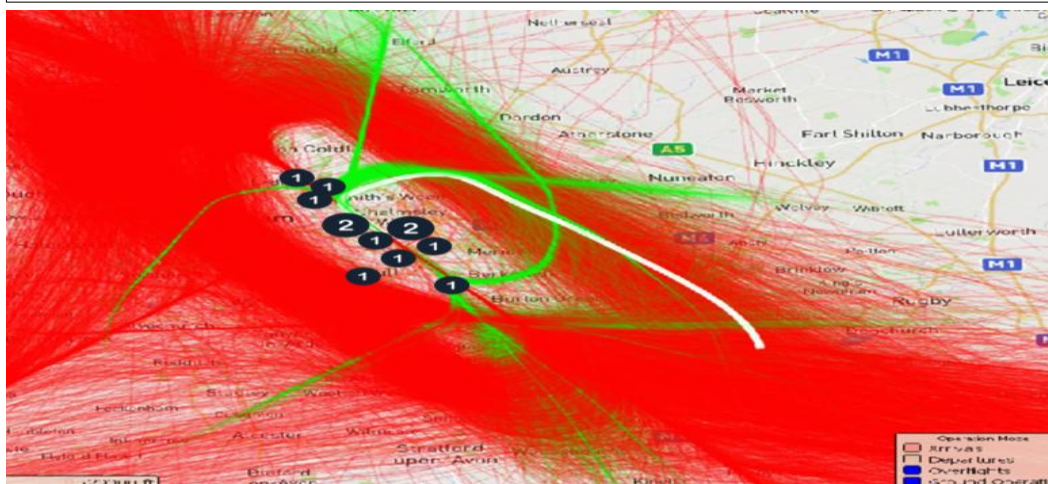
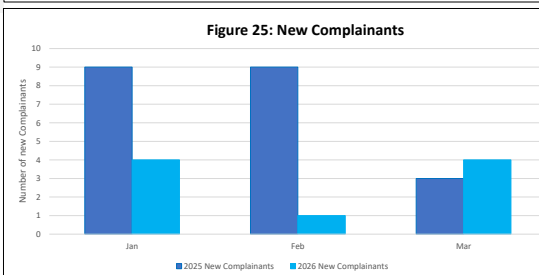


Figure 23 (left) shows quarterly complaints and complainant numbers and trends over a five year period, showing a peak in complaints and complainants at Q3 2022.

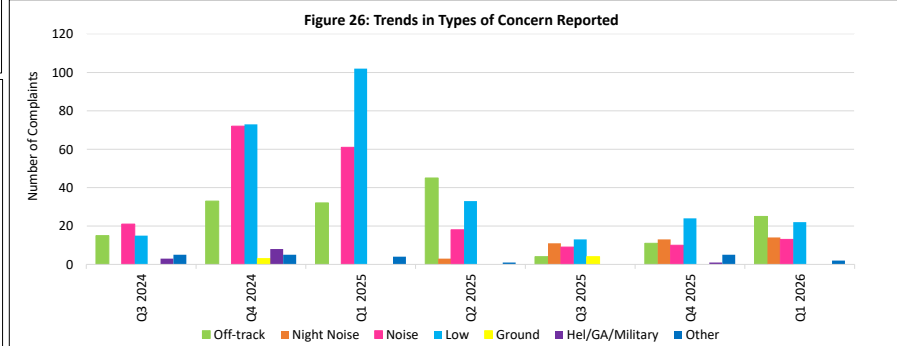
Figure 24 (below left) shows a comparison between the number of complaints per month for 2024, 2025 and 2026. The first three months of 2026 have seen a decrease in the number of complaints received year-on-year.

Figure 25 (below) shows the number of new complainants (person that has not complained in the previous 12 months) for Q1 2025 and 2026, with the largest number of new complainants seen in January & February 2025 (9).

Figure 26 (below right) shows noise complaints broken down by concern category (Noise, Off-Track, Low Flying Aircraft, Ground Noise, Helicopter/General Aviation/ Military, Other) by quarter. In Q1 2026, the category with the most complaints was Noise with 11 complaints and the category with the fewest complaints was Helicopter, General Aviation and Military with 0. The table (right) shows noise complaints by concern category reported, this year vs last year rolling. In December 2024 a new concern type category was added: "Night Noise".



Concern Type	2nd Qtr 2025	2nd Qtr 2024	3rd Qtr 2025	3rd Qtr 2024	4th Qtr 2025	4th Qtr 2024	1st Qtr 2026	1st Qtr 2025	Current 12 months	Previous 12 Months
Off Track	11	33	46	32	9	45	9	4	75	114
Noise	10	72	14	61	5	18	5	9	34	160
Night Noise	13	0	13	0	9	3	9	11	44	14
Low	24	73	22	102	2	33	2	13	50	221
Ground Noise	0	3	0	0	0	0	0	4	0	7
Hel/GA/Military	1	1	0	0	0	0	0	0	1	1
Other	5	5	2	4	0	1	0	0	7	10
TOTAL	64	187	97	199	25	100	25	41	211	527



Airlines & Air Traffic

Airline Noise Performance

Rank by ATM	Airline Name	Total Movements	CDA Performance	Rank (CDA)	Track Keeping Performance	Rank (TK)
1	Ryanair	4485	97.59%	2	99.75%	5
2	EasyJet Group (UK, Switzerland, Europe)	3900	88.78%	11	99.94%	2
3	Jet2.com	2052	95.12%	4	99.82%	3
4	Emerald Airlines (UK and Ireland)	1661	86.46%	15	99.52%	6
5	TUI	1176	92.32%	7	99.77%	4
6	KLM	723	90.30%	9	99.77%	4
7	Air France	511	74.22%	20	100.00%	1
8	Loganair	408	87.13%	14	99.29%	7
9	Lufthansa	388	90.21%	10	100.00%	1
10	Turkish Airlines	352	93.33%	6	100.00%	1
11	Wizz Air	350	80.00%	18	100.00%	1
12	Aer Lingus	292	88.36%	13	98.48%	10
13	Emirates	284	88.52%	12	98.35%	11
14	Eurowings	240	81.63%	17	100.00%	1
15	Lufthansa City Airlines	182	100.00%	1	100.00%	1
16	Maersk Air Cargo	152	94.81%	5	100.00%	1
17	Air India	147	90.54%	8	100.00%	1
18	Swiss International Airlines	142	83.08%	16	99.01%	8
19	Pegasus Airlines	132	79.79%	19	98.89%	9
20	SAS	129	95.45%	3	100.00%	1

The table to the left shows airline noise performance for the top 20 airlines by total ATM's. Airlines are ranked by the number of movements for Q1 2026. The ranking within each metric is also presented.

The methodology used to calculate the two metrics that form the airline noise performance table are described below. In order to drive continuous improvement and to help showcase airline performance in relation to noise, this table has been developed and is presented to airlines on a quarterly basis through the Operation Pathfinder programme. In collaboration with airlines, we have identified operational metrics which are being monitored and reported against. These metrics will develop over time in collaboration with the airlines. Please note, from Q3 2023 our track keeping target has been increased from 97% to 99%.

Continuous Descent Approaches (CDA) and Track Keeping (TK) are operational metrics. Airlines with more than ten movements per week during Q1 2026 are included in the ranking. Airlines with CDA or Track Keeping performance in green have met our CDA (96%) and Track Keeping (99%) targets. Airlines with CDA or Track Keeping performance in the red or amber range will be considered as a priority for engagement and we will work with them to improve their operational performance.

Continuous Descent Approaches (CDA) Performance is the first operational metric in the airline noise performance table and relates to the vertical profiles flown during arrival. CDA performance is equal to the proportion of arrivals that meet the criteria for CDA, i.e., no level segment longer than 2.5 nautical miles below the altitude of 7,000ft. Continuous descent approaches reduce the noise impact because they require significantly less engine thrust, which leads to reduced emissions of air pollutants and noise, with the aircraft staying higher for longer. Airport-wide CDA performance will also be presented separately in this report.

CDA RAG definition: **Green** ≥ 96% **96% < Amber** ≤ 85% **Red** < 85%

Track Keeping (TK) Performance is the second operational metric in the airline noise performance table and applies to the lateral departure track. All departures are required to stay within the Noise Preferential Routes (NPRs) designed to take departing aircraft over the least populated areas. Track keeping performance is equal to the proportion of departures that stay within the NPRs until they reach the required altitude of 3,000ft or 4,000ft depending on the route. Airport-wide Track Keeping performance is also presented separately in this report.

TK RAG definition: **Green** ≥ 99% **99% < Amber** ≤ 95% **Red** < 95%

Runway Statistics

Figure 27: Number of Arrivals & Departures

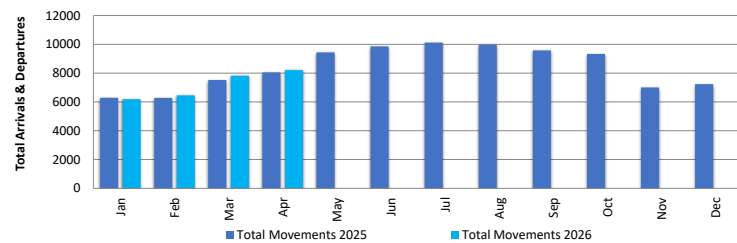


Figure 28: Comparison of Runway Usage Split

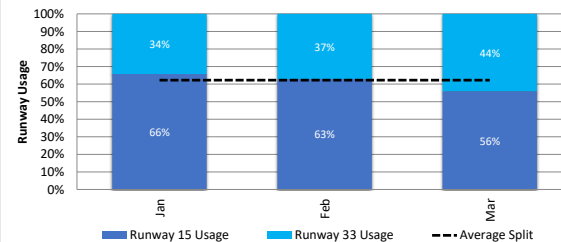


Figure 30: Runway Direction Map



Figure 30 (right) Birmingham Airport has one runway which operates in two directions, known as Runway 15 and Runway 33; the direction of operation is primarily dependent upon meteorological conditions.

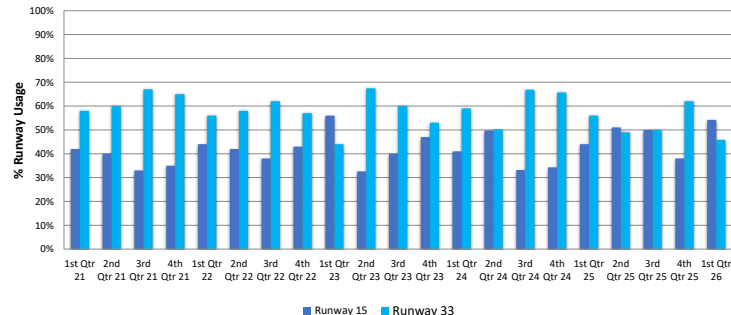
Where winds are below five knots, we operate our 'Preferential Runway' Policy, this is when Air Traffic Control will generally direct arrivals onto Runway 33 to minimise the risk of wake vortex strikes. Wake vortices are rotating columns of air generated by arriving aircraft as they pass through the air. Infrequently and in certain still, calm conditions they can cause damage to roofs. Although vortex strikes are rare, the Preferential Runway Policy minimises the risk to the large number of properties located to the north of the airport underneath the R15 centreline by directing arrivals onto R33, where there are very few properties at risk. Taken together, wind direction and the Preferential Runway policy explain why Runway 33 is utilised more than Runway 15.

Figure 27 (top left) shows the total number of air transport movements (ATM's) (both arrivals and departures) for the Quarter 1 of 2025 and 2026. February and March saw an increase in movements in Q1 of 2026 vs 2025.

Figure 28 (top middle) shows monthly runway usage % for 2026. The average split (dotted line) is also shown. For 2025 YTD the average split is 46.9% R15 and 53.1% R33.

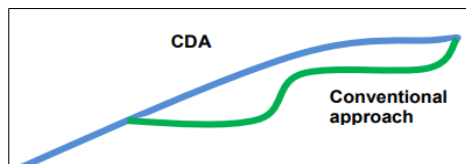
Figure 29 (bottom left) shows quarterly runway usage over a 5-year period. Over Q1 of 2026 the average runway split is 61% R15 and 38% R33.

Figure 29: Quarterly Runway Usage



Arrivals Performance + Helicopters

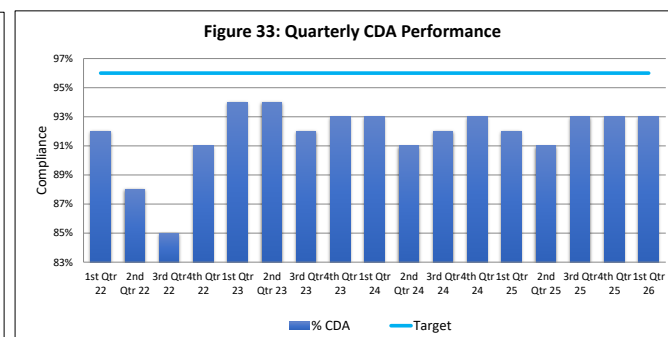
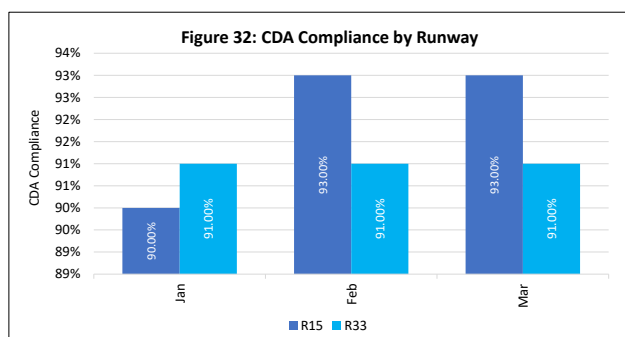
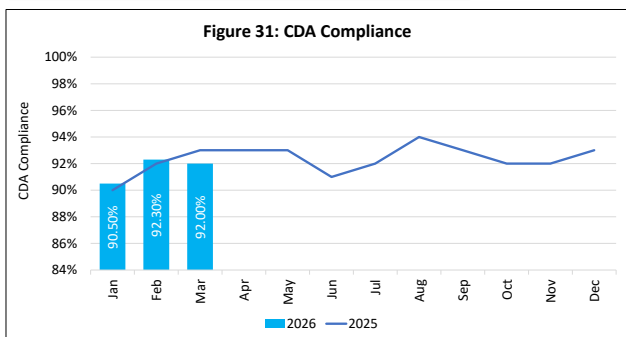
Continuous Descent Approaches (CDA)



Aircraft operate a Continuous Descent Approach (CDA) staying higher for longer, by descending at a continuous rate. CDAs require less engine thrust, reducing air pollutant and noise emissions. CDA compliance in Q3 2025 averaged 93%, comparable to Q3 2024 as shown in **Figure 31 (Left)**. The Sustainability Team continues engage with airlines through the Operation Pathfinder Forum to drive improvement in both arrivals and departure performance.

Figure 32 (bottom-centre) shows the breakdown of Continuous Descent Approach (CDA) performance by runway for 2026. In Q1 2026, arrivals to Runway 15 achieved a higher level of compliance than arrivals to Runway 33.

Figure 33 (bottom-right) shows CDA performance by quarter dating back to Q1 2022.



Helicopter Movements

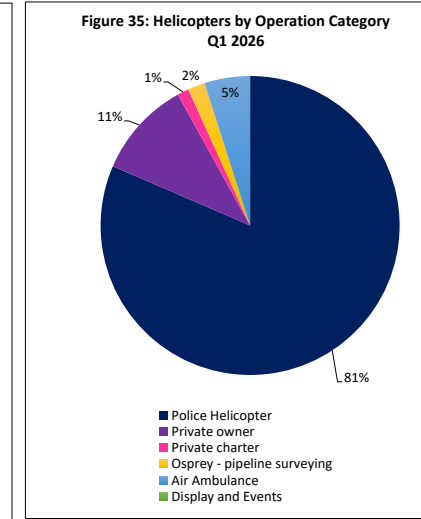
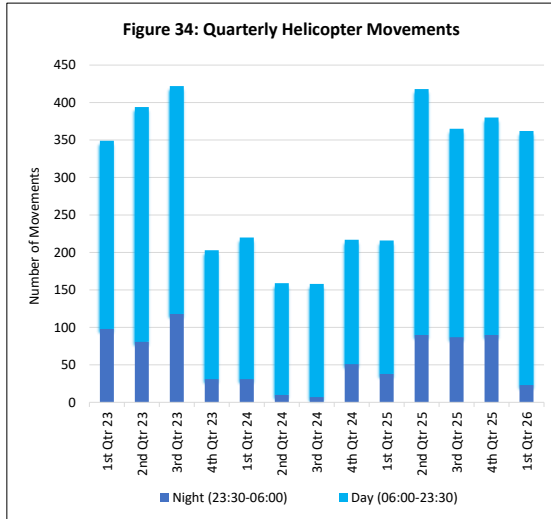
Although helicopters have no set routes that they are required to follow, in recognition of the community sensitivity around helicopter noise BAL has implemented a noise abatement policy for helicopter operations. This policy states that 'Helicopters should, except in the case of an emergency, avoid overflying the noise sensitive area at less than 500 feet AAL (Above Aerodrome Level). This area extends between 230° and 290° from the Western end of stand 506, to a distance of 0.5 NM' and covers the area of Elmdon and parts of Sheldon. Helicopters are also required to abide by the low flying rules, which require the helicopter to operate at a minimum height of 500 feet for rural areas and 1500 feet for built up areas. Exceptions to low flying rules do apply, including upon landing or take-off, utility network surveys and police helicopter movements.

Figure 34 shows quarterly helicopter movements since the first quarter of 2023, with a breakdown of the split between those within the night period (23:30-06:00) and those within the daytime (06:00-23:30). The third quarter of 2023 saw the highest number of helicopter operations with 304 in the day and 118 at night.

Figure 35 shows a breakdown of Quarter 1 2026 helicopter movements by category. Police Helicopters accounted for the largest proportion of movements with 81% of all helicopter operations.

The below table shows a summary of total helicopter ATM's by category and calendar year, from 2021 to 2026 YTD. Data shows that the most notable operation category is still police helicopter operations. The Birmingham National Police Air Service (NPAS) have commented that 'Each flight conducted is due to an operational policing need to support and assist the public to combat crime or assist with saving life in finding vulnerable people. Members of the Police Helicopter Unit are indeed mindful that their operations can have an impact on local communities.'

Operation Category	Year					
	2021	2022	2023	2024	2025	2026
Air Ambulance	2	1	5	22	215	16
Military	2	12	2	2	0	0
Training & Engineering	6	8	5	0	4	1
Search & Rescue	0	6	22	6	0	1
Displays and Events	1	3	4	4	8	0
Pipeline Surveying	5	12	24	14	26	6
Police	774	1158	863	400	1107	264
Private Charter	15	18	28	55	71	4
Private Owner	259	254	286	209	94	34
Total	1064	1472	1239	712	1525	326



Night Flying

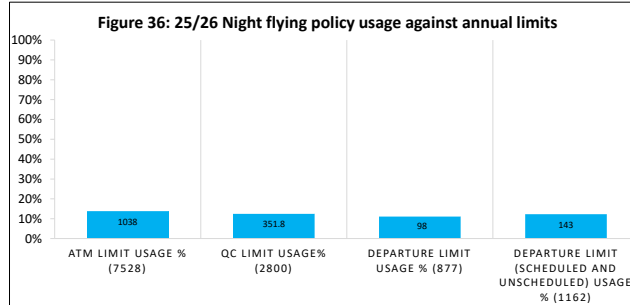
Night Air Transport Movements

Birmingham Airport is a 24-hour operation and has been for many years. We recognise the sensitivity of night noise and have a Night Flying Policy which is amongst the most stringent of any UK airport. It restricts the type and number of operations that are permitted during the Night Flying Period (23:30 - 06:00).

The current Night Flying Policy year runs from the 27th October 2025 to 25th October 2026 (inclusive).

The four key limiting mechanisms through which the Night Flying Policy serves to mitigate aircraft noise at night are an Air Transport Movement (ATM) Limit, a Quota Count (QC) Limit, a scheduled departure limit of 877 between 2330-0500, and an absolute total departure limit between 2330-0500 (to included both scheduled and non-scheduled departures) of 1162. These are outlined in the four columns in **Figure 36** (centre), which shows the 25/26 Night Flying Year to date usage against these annual limits, as a percentage of their limits.

The table (right) breaks down performance by month for each of the last four night flying years with the corresponding total Air Transport Movement and Quota Count values for that year shown in bold.

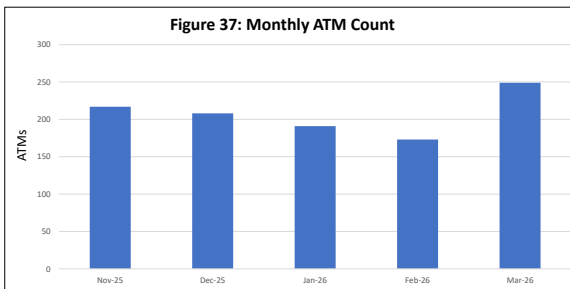


Date Range	2022/23		2023/24		2024/25		2025/26	
	ATM's	QC	ATM's	QC	ATM's	QC	ATM's	QC
November	103	38.5	156	56.75	189	82.25	217	78.875
December	136	39.125	143	45.125	204	86.625	208	65.625
January	121	36.375	152	58.5	175	73.75	191	68.625
February	131	38.625	129	45.75	159	65.375	173	56
March	205	63.5	176	24.375	180	71.25	249	82.7
April	389	150.75	416	193.625	449	185.5		
May	591	221	621	290.75	738	301.375		
June	766	271	812	365.875	884	362.125		
July	843	300.625	898	411.5	937	371.75		
August	837	333.5	904	396.125	899	373.25		
September	790	330	850	368	863	346.875		
October	534	210.75	562	237.5	679	245.5		
Totals	5446	2033.75	5819	2493.875	6356	2565.6	1038	351.8
Limit	5505	4000	5171	4000	7560	2800	7528	2800
Exemptions	430	-	311	-	150	-	31	-

Night ATM's

Birmingham Airport is operating a night-time Air Transport Movement (ATM) limit equivalent to 7.3% of the total annual ATM figure for 2025-26 (day and night) for the 2025-2026 Night Flying Year, running from 27th October 2025 to the 25th October 2026 (inclusive), with an indicative ATM limit of 7,528.

Figure 37 provides a monthly breakdown of the ATM count against this limit for the Night Flying Year 2025-26 up to Q1 end.

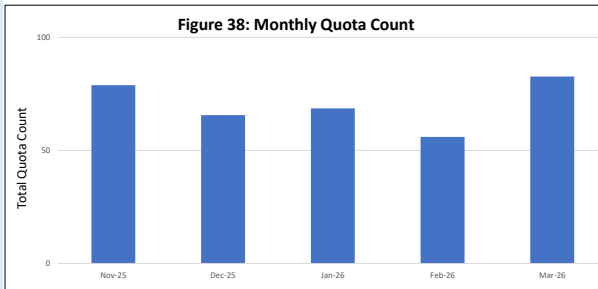


Night Quota Count

Quota Counting is a method used by the UK Civil Aviation Authority (CAA) to limit the noise impact of aircraft at airports across the UK. The Quota Count (QC) system assigns a points rating to each aircraft based on its noise certification. The total QC for an airport is the sum of the QC ratings for all aircraft arrivals and departures. The QC rating is based on the aircraft's certificated noise level, which is measured in effective perceived noise decibels (EPNdB). The EPNdB bands are grouped for QC purposes, with successive classifications increasing by multiples of two. For example, a QC/1 aircraft has twice the impact of a QC/0.5 aircraft.

Birmingham Airport does not allow any aircraft with a QC greater than 1 to be scheduled to operate between 2330- 0600 (local) hours. The annual night flying year quota limit during the Night Period is 2,800.

Figure 38 provides a monthly breakdown of the total quota used for the Night Flying Year 2025-26 up to Q1 end.



Night Departures

No more than 877 aircraft can be **scheduled** to depart between 2330 to 0500 (local) from Birmingham Airport. No more than 1162 aircraft can depart (both scheduled and unscheduled- absolute number) between 2330 to 0500 (local) from Birmingham Airport.

Figure 39 shows a monthly breakdown of both scheduled departures and total departures (scheduled + unscheduled) for Night Flying Year 2025-26 up to Q1 end.

