

**BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
5 JUNE 2025 AT 1.30 PM**

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MINUTES

Present: Mr Colin Flack OBE – Chairman

In attendance from Birmingham Airport Company:

Al Titterington	-	Terminal Operations Director
Andy Holding	-	Corporate Responsibility Manager
Sam Parkes	-	Sustainability Assistant
Nikki Bains	-	Head of Planning, Transport & Strategy
Tom Denton	-	Head of Sustainability
Andy Harrington	-	Sustainability Manager (interim)

In attendance from Solihull Metropolitan Borough Council:

Mr L Stevenson	-	Representing the ACC Secretariat
Balsall Parish Council	-	Cllr K Tindall
Barston Parish Council	-	Mr D Elliott
Berkswell Parish Council	-	Cllr R Lloyd
Bickenhill & Marston Green Parish Council	-	Cllr M Kay
Birmingham City Council	-	Cllr T Huxtable
Catherine de Barnes Residents Association	-	Mr D Cuthbert
Consumers Association	-	Mr T Baker
Hampton in Arden Parish Council	-	Cllr D Sandells
Knowle Society	-	Mrs E Baker
North Warwickshire Area Committee of Parish Councils	-	Cllr R Habgood
North Warwickshire Borough Council	-	Cllr S Smith
Sandwell Metropolitan Borough Council	-	Cllr P Moore
Solihull Metropolitan Borough Council	-	Cllr A Rolf
Tile Cross Residents Neighbourhood Forum	-	Mr P Kelsey
Passengers Representative (and Vice-Chair)	-	Mrs R Tyler
Warwick District Council	-	Cllr K Aizlewood

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
5 JUNE 2025 AT 1.30 PM

Wolverhampton City Council	- Cllr M Jaspal
Wychwood Club	- Mr G Heaps

Apologies were received on behalf of: -

Airport Company	- Mr N Barton
Airport Company	- Mr S Richards
Birmingham City Council	- Cllr Z Choudhry
Chelmsley Wood Town Council	- Cllr S MacDonald
Fordbridge Town Council	- Cllr D Cole
Hampton Society	- Mrs J Hilton
Kingshurst Parish Council	- Cllr D Cole
Sheldon Residents Association	- Mrs M Kennett
Solihull Metropolitan Borough Council	- Amanda Clover
Solihull Metropolitan Borough Council	- Cllr D Cole
Walsall Metropolitan Borough Council	- Cllr P Kaur

1. WELCOME AND INTRODUCTIONS BY THE CHAIRMAN

The Chairman welcomed Members of the Committee and representatives from the Airport Company. Apologies were as noted by the Secretary and the Airport Company.

RESOLVED

That, the Chairman's welcome and recorded apologies be noted.

2. MINUTES OF THE LAST MEETING & MATTERS ARISING

The minutes of the last meeting of the Committee, held on 13 March 2025, were submitted. There were no matters arising.

RESOLVED

That, the minutes of the last meeting be agreed as a correct record.

3. CHAIRMAN'S UPDATE

The Chairman provided a headline summary of his regular update to the Committee on current industry issues and his role as Chairman of UKACC's. In summary, this included:

- UK Airspace Design Service (UKADS) – the government had confirmed that it will establish the UK Airspace Design Service - "a single guiding mind to coordinate and sponsor future airspace changes".
<https://www.gov.uk/government/consultations/creating-a-uk-airspace-design-service-ukads>

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
5 JUNE 2025 AT 1.30 PM

- (UKACCs) Guidelines for ACC's – imminent publication of a national set of (own) guidelines to support the work of individual ACC's.
- Membership – a renewed commitment that a general review of the coverage of the ACC membership would be undertaken over the next few months, in consultation with the Steering Group, to identify where gaps might exist and representation might need to be strengthened. Members were invited to feed any views into that process, directly to the Chairman, or via the Secretary or the Airport Company.

RESOLVED

- (i) That, the Chairman's quarterly update be received and noted; and
- (ii) That, the (UKACCs) Guidelines for ACC's be circulated to the Committee when available.

4. ADDITIONAL REPRESENTATION FROM NORTH WARWICKSHIRE – VERBAL REPORT

The Committee was invited to consider additional representation on the Committee for communities in North Warwickshire. Cllr R Habgood, representing North Warwickshire Area Committee of Parish Councils, introduced the agenda item highlighting that the geographical area was poorly represented on the Committee at present. Following the last meeting, Cllr Habgood had identified other potential representatives to strengthen the membership from North Warwickshire, either via co-option or full membership, and asked for this to be considered in the Committee's forthcoming membership coverage review.

Discussion Points

Passengers Representative (and Vice-Chair) (Mrs R Tyler) – highlighted to the Committee that the shortfall in representation from communities at the north of the airport had been clearly apparent during the recent work of the Committee's Noise Sub-Group. Whilst the Sub-Group had a holistic approach to all affected communities, greater representation from those areas would bring forward more local knowledge and give greater transparency.

Catherine de Barnes Residents Association (Mr D Cuthbert) – sought historical background as to how the current membership of the Committee had been formulated and what the qualification for membership had been to date. The Chairman advised that the Committee's current Constitution did not specify that level of detail, albeit the forthcoming review could examine that question in more detail.

Birmingham City Council (Cllr T Huxtable) – advised how Birmingham City Council determined the allocation of their three seats on the Committee (proportionate allocation based on political composition). All three current Members from Birmingham City Council represented wards geographically located in the east of the city.

Knowle Society (Mrs E Baker) – recalled that historically, membership qualifications were based on the heights that communities were overflowed, e.g. those most likely to be affected by aircraft movements and noise.

Catherine de Barnes Residents Association (Mr D Cuthbert) – highlighted the changing political landscape, nationally, and asked how that would be taken into account (giving Birmingham City Council's three seats as an example). Cllr T Huxtable reiterated that membership appointments from (all) local authorities were a proportionate allocation based on the political composition of each local authority. That approach was also confirmed as being correct by the Secretary.

The Chairman – advised the Committee that any decisions would be taken later in the year and welcomed the views of the ACC now on what the direction of travel should be in terms of strengthening membership coverage, particularly representation from the north of the airport and larger geographical areas presently represented by one individual.

RESOLVED

- (i) That, the Committee supports a membership coverage review in consultation with the Committee's Steering Group;
- (ii) That, all Members be invited to feed any views into that process, directly to the Chairman, or via the Secretary or the Airport Company; and
- (iii) That, a further agenda item be considered at a future meeting to consider the findings of the review.

5. AIRPORT ACTIVITIES REPORT

The Airport Company (Al Titterington) - presented the Airport Activities report for the period January to March 2025. The report set out updates on the following matters:

- Passenger Statistics.
- ATM's.
- Aviation Development.
- Key Stakeholder Engagement.
- Complaints Statistics.
- PRM Performance.
- Customer Satisfaction.
- Social Media.
- Security Wait Times.
- Immigration Performance.
- Baggage Delivery Performance.
- Cleaning Performance.
- On-time Turnaround Performance.

Specific Updates

When introducing the report, Mr Titterington drew the Committee's attention to several additional headline issues. In summary, these included:

- Just over 13M passenger movements had been recorded in the financial year 2024/25.
- The Airport's Net-Promoter Score (a customer loyalty metric) for the year was 22 which represented a good level of customer service. The overall customer satisfaction score for the year was 71%, which was encouraging given the operational challenges seen at the beginning of 2024/25.
- 13.9M passenger movements had been forecast in the financial year 2025/26.
- Growth with some low-cost operators had been encouraging, particularly EasyJet, Ryanair and Jet2; all of which had increased the number of aircraft based at Birmingham.
- Lessons learnt from last summer had informed "operational readiness" for summer 2025.
- Two additional security lanes had been constructed to give added capacity and resilience (giving a total of 9 security lanes).
- New investment into the outbound baggage facility would bolster on-time performance and give added resilience for future growth.

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
5 JUNE 2025 AT 1.30 PM

- Upgrades to UK Border Force had doubled the capacity of the queuing space and the primary control points (south terminal).
- Assisted Travel had presented some recent issues arising from a change in contract provider, although measures were in place to manage and resolve this.
- Some lengthy queues at check-in had been seen at busy times of the day with some operators. Again, measures were in place to manage and resolve this.
- The level of UK Border Force resource needed for Summer 2025 was in place.
- A record level of investment had been signed off by the Airport Board which amounted to £76.5M during 2025/26 for terminal, airside and operational improvements.
- By the end of June 2025, it was expected that the DfT rule, limiting liquids to 100ml within hand luggage, would be lifted.
- Some (security) scanning anomalies with certain objects and items still existed, triggering secondary bag searches, although it was envisaged that this would lessen over time.

As part of this item, the Airport Company (Nikki Bains) also gave an update on planning policy matters, which included:

- Solihull MBC HS2 Implementation Advisory Group – the Airport Company had been invited to a recent meeting to discuss matters regarding connectivity between the Airport and HS2.
- Mell Square Development (Solihull Town Centre) – consultation (aerodrome safeguarding assessment) from Solihull MBC regarding a major regeneration project which included a 14m high structure.
- Solihull MBC Planning Committee at its meeting held on 21 May 2025, had agreed its terms of reference and composition for its Planning Sub-Committee (Night Flying Policy).

Discussion Points

Balsall Parish Council (Cllr K Tindall) – sought further detail on the examples of items given that triggered scanning anomalies and asked how this was being managed. The Airport Company (Al Titterington) advised that it was expected that software refinements to the security scanners would be made by the manufacturer during the course of the next 12 months, highlighting the re-testing and re-approval processes that would need to be undertaken.

Consumers Association (Mr T Baker) – asked if there was any advice that could be given to passengers ahead of travelling to lessen the impact of the scanning anomalies. The Airport Company (Al Titterington) advised that the examples given (verbally) were just some of the common items and objects known. The full list of items was quite extensive, and it was considered impractical to advise passengers in advance owing to the potential confusion it might cause.

Catherine de Barnes Residents Association (Mr D Cuthbert) – noted from the update that passengers, in some instances, were still arriving too early for flights, adding to terminal congestion at busy periods. Further information was sought on what information those passengers might have been given by their airlines. The Airport Company (Al Titterington) reaffirmed that passengers should be arriving at the airport in line with the advice given by their airlines. However, it had been apparent that some passengers were still arriving too early, potentially a lasting effect of last year's security hall challenges.

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
5 JUNE 2025 AT 1.30 PM

Hampton in Arden Parish Council (Cllr D Sandells) – sought clarification on what had been discussed at the Solihull MBC HS2 Implementation Advisory Group. The Airport Company (Nikki Bains) confirmed this to be the Automated People Mover (APM) stop at the Airport itself, rather than the APM route in its entirety. Cllr Sandells also highlighted from the Solihull MBC Planning Sub-Committee Terms of Reference, that minutes would not be produced and, if interpreted correctly, this was disappointing and of concern in view of ongoing transparency. The Airport Company (Nikki Bains) advised that this would be raised at the next meeting of that Sub-Committee at which the Airport Company would be represented. Cllr Sandells also highlighted that Solihull MBC Planning Committee, at its meeting on 8 January 2025, had given a commitment to provide better transparency when establishing its Sub-Committee.

Catherine de Barnes Residents Association (Mr D Cuthbert) – echoed the concerns raised by Cllr D Sandells regarding the need for minutes to be produced by the Solihull MBC Planning Sub-Committee (or at the very least, a summary of the business transacted, to be publicly available). Mr Cuthbert also highlighted the importance of the linkages between that Sub-Committee, the ACC and the ACC Noise Sub-Group. The Airport Company (Nikki Bains) advised that the request had been made but no response was received. This would be followed up again at the next Planning Sub-Committee meeting due to be held on 11 June 2025, at which 3 representatives from the Airport Company would be in attendance.

Solihull Metropolitan Borough Council (Cllr A Rolf) – highlighted that she had previously specifically requested that the business considered at each meeting of the Solihull MBC Planning Sub-Committee should be directly fed back to the ACC to ensure transparency (particularly important for residents and affected communities). Cllr Rolf also considered that a member representative from the ACC ought to be invited to the Planning Sub-Committee to strengthen that line of communication. A summary of the Planning Committee Chairman's closing remarks from the meeting held on 8 January 2025, was also read out to the ACC for information and completeness.

Barston Parish Council (Mr D Elliott) – concurred with the points highlighted by Cllr Rolf and expressed his concerns at the proceedings and outcomes of the Solihull MBC Planning Committee that had been held on 8 January 2025.

North Warwickshire Area Committee of Parish Councils (Cllr R Habgood) – echoed the concerns highlighted by the previous speakers and reaffirmed the importance of transparency and strong linkages to aid communication between Solihull MBC, the Airport Company and the ACC.

Wolverhampton City Council (Cllr M Jaspal) – agreed with all the sentiments and concerns expressed previously by all speakers and highlighted the importance of honesty and transparency, particularly with issues that affected local communities.

Bickenhill & Marston Green Parish Council (Cllr M Kay) – stated that in his view, the proposal from Solihull MBC Planning Committee to establish a Sub-Committee had been poorly thought through ahead of its deliberations on 8 January 2025, and having regard to its Terms of Reference only now being agreed four months later. Cllr Kay was of the view that Solihull MBC should have considered a draft Terms of Reference much earlier (and potentially at its January meeting) to allow full and proper consideration to have been given to the proposal to establish a Sub-Committee. Cllr Kay fully agreed that ACC representation (or at the very least, some mechanism for input) needed to be included in the Solihull MBC Planning Sub-Committee.

Passengers Representative (and Vice-Chair) (Mrs R Tyler) – agreed with all comments made by previous speakers and recalled previous dialogues with representatives of Solihull MBC which encompassed all the concerns aired at this meeting. Mrs Tyler also highlighted that the Planning Officer report, submitted to Planning Committee for consideration, did not fully reflect those concerns in her view.

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
5 JUNE 2025 AT 1.30 PM

The Chairman – noted all the areas of concern that had been voiced and advised that, as matters were still at an early stage, there may still be an opportunity to address the concerns going forwards. Consideration would be given as to the best way to approach this. The Chairman also highlighted that it could be unwise for the Solihull MBC Planning Sub-Committee not to engage with the ACC given the significant expertise and local knowledge from within the current ACC membership.

[Post meeting note: the Planning Sub-Committee Terms of Reference, as approved by Solihull MBC Planning Committee on 21 May 2025, state *“As the Sub Committee is not expected to make formal decisions it will not be supported by (Solihull MBC) Democratic Services. Instead, the Planning Design and Engagement Service area will provide administrative support for the Sub Committee. This will ensure: The preparation of appropriate agendas circulated a week before the meeting. **The recording of appropriate notes and actions. The maintenance of an ‘action tracker’ as appropriate.** The setting of meeting dates and sharing of invites for necessary attendees. The management of appropriate room bookings. **The notes and actions from each meeting will be provided to (Solihull MBC) Democratic Services to be published in the next available Planning Committee Agenda.** This will be an additional Agenda item to be considered in the same context as the existing items on Appeals and Delegated Decisions.”*

RESOLVED

- (i) That, the contents of the Airport Activities Report for the period January to March 2025, be welcomed, received and noted; and
- (ii) That, the Airport Company, raise at the next meeting of the Solihull MBC Planning Sub-Committee due to be held on 11 June 2025, all matters of concern noted above regarding better communication links and appropriate member representation to strengthen openness and transparency, going forwards.

6. SUSTAINABILITY REPORT (INCLUDING COMMUNITY NOISE REPORT)

The Airport Company (Andy Harrington) presented the Sustainability Report for the period January to March 2025. The report set out updates on the following matters:

- Sustainability Update (including the Community Noise Report).
- Night Flying Policy.
- Engine Ground Running.
- Wake Vortex Strikes.
- Air Quality.
- Waste (Recycled).
- Energy.

Of note from the report, was The Environment Agency served a Regulation 61 Notice (under the Environmental Permitting (England and Wales) Regulations 2016) on all airports, which requires them to carry out a site survey, screening testing and monitoring for PFAS. The Regulation 61 Notice was served in February 2024. (PFAS (Per- and polyfluoroalkyl substances) were commonly known as ‘forever chemicals’, as they did not break down in the environment). Airports are a known source of PFAS from historical use of Fire-fighting foam which had been used at various points in time across the site, for training purposes at the fire training ground and for accidents and incidents. BAL stopped using foams containing PFAS from 2012 onwards, with restrictions on use being legally implemented in the UK from 2019/20, however historic usage, even 50-years ago, could mean PFAS presence today.

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
5 JUNE 2025 AT 1.30 PM

The outcomes of the survey and subsequent monitoring programme were detailed within the report.

Discussion Points

Hampton in Arden Parish Council (Cllr D Sandells) – sought clarification of PFAS being detected in the soil rather than the ground surface and asked if would core samples be required as part of future monitoring. The Airport Company (Andy Harrington and Tom Denton) advised that core samples had previously been taken in the vicinity of the Fire Training Ground (circa 2023). Further investigations were now being undertaken to determine how (and if) PFAS were moving around the Airport site into other adjacent areas such as watercourses and adjoining soils etc. Past test results were being considered as part of the current review process to enable a much broader viewpoint to be examined.

Wolverhampton City Council (Cllr M Jaspal) – asked if the reported PFAS issues featured on the Airport Company's Risk Register. The Airport Company (Tom Denton) confirmed that it was.

RESOLVED

That, the contents of the Sustainability Report for the period January to March 2025, be welcomed, received and noted.

7. NOISE SUB-GROUP – VERBAL REPORT AND UPDATE

The Airport Company (Tom Denton) provided a detailed update on the recent positive work of the Noise Sub-Group. The Sub-Group had now agreed on some future actions and ideas to help improve monitoring and data generation, going forwards, and also some mitigation measures to explore as part of the Night Flying Policy (Review) around reducing the departure noise level, together with daytime noise limits. Agreement had also been reached to examine the feasibility of “quiet” periods within the nighttime period. In the wider context, comparisons with other Airports would be drawn to inform Birmingham Airports Night Flying Policy, going forwards (particularly night noise limits and mitigation).

The Chairman – highlighted that one of the topics that would be addressed at the next (Noise Sub-Group) meeting would be the reporting mechanism back to the ACC to ensure openness and transparency with the full Committee.

Discussion Points

There was no other discussion on this item.

RESOLVED

That, the update on the recent work of the Noise Sub-Group, be welcomed, received and noted.

8. HEALTH & WELLBEING FORUM - VERBAL REPORT AND UPDATE

The Airport Company (Andy Holding) – provided a detailed update on the recent work of the Health & Wellbeing Forum. This update included a PowerPoint presentation to give an overview of the Action Plan progress update and its associated pathways and timescales:

- Pathway 1 – Employment, Education and Social Capital.
- Pathway 2 – Air Quality & Noise.
- Pathway 3 – Health & Wellbeing.

Meetings of the Forum were also synchronised with the calendar of meetings for the ACC and were normally held a few days ahead of each ACC. Officer representation from

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
5 JUNE 2025 AT 1.30 PM

Birmingham City Council was still being sought at the present time (for noise and air quality matters in particular).

Discussion Points

Passengers Representative (and Vice-Chair) (Mrs R Tyler) – reiterated the effects of noise on health and recalled that the Forum had agreed to keep under review current literature that informed that topic. Mrs Tyler also recalled her attendance at a noise workshop that had been held in 2024 at the University of Leicester (covering rail, road and air). Mrs Tyler had recently approached the speaker again for a current update on the workshop study and this was now awaited. The CAA had also now published a six-month update on aircraft noise and health effects (CAP 3087). It was agreed that a link to this publication would be circulated after the meeting. <https://www.caa.co.uk/publication/download/25077>

The Forum had also discussed:

- the topic of PFAS (as noted in the preamble to the Sustainability Report at Minute No. 6 above).
- air quality monitoring in Solihull and a new air quality low-cost sensor network that has been deployed across the West Midlands region.

Solihull MBC (Amanda Clover) had been invited to bring a presentation to the ACC on that as it was envisaged that (all) Members would find it interesting and informative. It was hoped this could be presented at one of the two remaining 2025 ACC meetings.

Solihull Metropolitan Borough Council (Cllr A Rolf) – suggested that a specific reference to care leavers should be included in Pathway 1 - Employment, Education and Social Capital. The Airport Company (Andy Holding) advised the Committee of several initiatives that the Airport Company had already set up to support care leavers to develop skills to help future employment and apply for roles at the Airport.

RESOLVED

- (i) That, the update on the recent work of the Health & Wellbeing Forum, be welcomed, received and noted.;
- (ii) That, the progress on the Forum's Action Plan be welcomed; and
- (iii) That, a presentation on Environmental Monitoring be included on the agenda of the next ACC meeting in September.

9. DEVELOPMENT OF A NEW SUSTAINABILITY STRATEGY – VERBAL REPORT

The Airport Company (Tom Denton and Andy Harrington) provided a detailed update and presentation that outlined the development (and future publication) of a new Sustainability Strategy to replace the existing Strategy which would expire this year.

The new Strategy would be an evolution of the current document and was intended to cover the next 5-year period, taking account of the changing sustainability landscape. A further update would be provided to a future meeting as the development of the new Strategy progressed.

Discussion Points

Wolverhampton City Council (Cllr M Jaspal) – welcomed the report and highlighted the importance of the “360 degree” approach to the development of the new Strategy, encompassing suppliers, concessions, stakeholders, and new legislation.

RESOLVED

That, the development of a new Sustainability Strategy be noted and welcomed.

10. PRE-SUBMITTED QUESTIONS FROM MEMBERS OF THE COMMITTEE & MATTERS ARISING

The following pre-submitted question was submitted:

Catherine de Barnes Residents Association (Mr D Cuthbert) –

Question 1:

“Passenger experience (page 4 of 8) – what do the “45” numbers on the bar chart represent - particularly 45444?”

Answer:

“This is a formatting error, where Excel has transposed the ‘month’ labels - April 24. May 24 etc – into five-digit numbers beginning with 45 and which we’ve not picked up. Apologies for the error which we’ll endeavour to correct for next time.”

Question 2:

“CRM Summary - ‘We received 670 complaints, with Security (118), General Airport concerns (79), Assisted Travel (46), Express Lane (45) and Baggage (23) being the top issues.’ These represent less than half the number of complaints - what other areas? toilet? cleanliness? which figures elsewhere in the report.”

Answer:

“The top issues are the main areas which can be identified. There aren’t any other significant trends, with other concerns being across a wide range of subjects which might feature a handful of times.”

Question 3:

“Page 28 - section 2.1 – bar chart ATM/Quota count Dec 24 ATM’s are recorded as under 200 whereas the data in section 2.2 shows the number to be 204 - i.e. over 200?”

Answer:

“There seems to have been an issue with the graph formatting as it has been sent – we will rectify this.”

Question 4:

“Page 30 particulate matter - what is likely to be causing the significant increase over previous years? - nearly double?”

Answer:

“This is not, of course, a full year’s data yet and the PM2.5 levels are an annual objective but we are tracking it to see what trends we see.

Often, we see a higher level in winter/spring (more fires etc) also PM2.5 tends to travel further from the original source, so may not necessarily be related to airport activity.

We have seen elevated levels in previous years also at some points in the year.

Some sources are open fires, agricultural (nitrates from fertiliser).

We expect it will average out over the year, as it has done in previous years, but we will continue to monitor the yearly average during the current year.”

Question 5:

"Page 34 - waste - what types of waste are covered under the largest category 'general' as most types of waste are covered specifically on the table?"

Answer:

"This will typically be waste that is unsuitable for re-use or recycling (this might include things like contaminated cardboard (pizza boxes, food trays), used paper coffee cups (plastic liners), plastic wrapping, waste that is contaminated with food for example - so part empty food trays, recyclable wastes that have been contaminated with food) and so on. It might also include wastes from airside such as maintenance parts (for example conveyor belts).

Note that none of this waste goes to landfill; it all goes to energy recovery – but we are working with our offices and concessions at the moment to drive waste segregation even higher to minimise this type of contamination to allow more recycling. Our recycling rates (>75%) are good, but we can improve them – staff from Heathrow are visiting next week to see how we achieve the rates we do."

Question 6:

"Page 35 - what do the initials ACI and PDR stand for please? What is scope 3?"

Answer:

"ACI is the Airports Council International – trade body.

PDR - Performance Development Review – employee annual performance and objective setting process.

Apologies for the three letter acronyms.

Scope 3 emissions are those which are outside the Airport Company's direct control – most notably emissions from aircraft operating from Birmingham."

Question 7:

"Departure performance-track keeping violations – when is the 17/3 o/s fine expected to be paid – what happens if it's not paid?"

Answer:

"We expect this to be paid in the coming weeks. There is a time lag between the identification of the violation and the issuing of the corresponding fine. We have to build up a case in effect, with evidence and we work with ATC to understand exactly what happened. In this specific instance we had to issue the fine to the handling agent, who then passed it on to the corresponding airline.

Both noise and track keeping violation mechanisms are included within our Fees and Charges document. A failure to pay would directly breach this contractual agreement."

Question 8:

"Noise violation fines – when would you expect those o/s to be paid – what are Ryanair doing so differently to breach the noise limit?"

Answer:

"Again, we expect this to be paid in the coming weeks following the aforementioned lag time. We have ongoing open dialogue with Ryanair on this issue; we sat down with their base captain and exchanged data specific to these movements, examining them in the context of all Ryanair departures during this timeslot.

We were unable to locate a specific reason as to why each of these movements breached the limit, while others operating around the same time slot on different days did not. In these conversations, Ryanair proposed trialling a different departure procedure from 0530. This is now in place, and we are gathering data to understand how departure performance changes

**BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
5 JUNE 2025 AT 1.30 PM**

with this new procedure. To date there have been no further noise violations incurred by Ryanair and we are keeping a close eye on their departures during this period."

Question 9:

"Persistent complainants – where are the 3 located?"

Answer:

"Balsall Common, Warwick and Castle Bromwich."

Question 10:

"Night Flying page 6 of 6 – Last sentence in Quota Count Limit section 'The quota limit during the Night Period is 4,000.' Should 4000 not read 2800?"

Answer:

"Yes, this is an error and will be corrected prior to publishing this Community Noise Report on the Website."

Barston Parish Council (Mr D Elliott) -

Question 1:

"I have recently seen a comment in the Birmingham Mail (28/29 May) about night noise.

Could you please request that Nikki Bains, as she is quoted, explains how, with an expected, in excess of 50%, increase in night flights in the summer this will result in a decrease in levels of night noise? I assume that as this is based on a noise consultants' report we could see some of the detail on which the statement was based, and the name of the consultants involved?"

Answer:

"This refers to the statement Nikki made at the planning meeting earlier this year and conclusions reached by our noise consultant in their assessment report. This is not a new quote, but something that has been repeated in the media linked to the establishment of the planning subcommittee.

The noise consultant's report is in the public domain as it was submitted, with all the other documents submitted to SMBC on their website, there was also a previous ACC presentation covering these points."

Discussion Points

There was no other discussion on this item.

RESOLVED

That, the contents of the pre-submitted questions and answers given be received and noted.

11. ANY OTHER BUSINESS

Solihull Metropolitan Borough Council (Cllr A Rolf) – Air Quality – Particulate Matter (PM10) – sought clarification if HS2 had been factored into the reported quarterly data owing to dust emanating from the construction site and the perceived health issues for residents living in those localities. Could exceedances (or near exceedances) that were recorded in the quarterly reports be attributable to that additional factor?

The Airport Company (Nikki Bains) advised that HS2 had Local Environment Impact Plans in place for each site which covered issues such as noise and dust.

**BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
5 JUNE 2025 AT 1.30 PM**

The Airport Company (Tom Denton) further advised that the Airport Company was planning to engage in a further, second piece of air quality modelling work (this year) that would examine the “point-source” of pollutants. This would help identify those pollutants that originated from airport operations and those that originated from elsewhere. Solihull MBC was also actively undertaking air quality monitoring.

Passengers Representative (and Vice-Chair) (Mrs R Tyler) – reiterated the proposal to receive a presentation at the next meeting on Environmental Monitoring.

RESOLVED

That, the contents of the pre-submitted questions and answers given be received and noted.

12. DATES FOR FUTURE MEETINGS

The following dates for remaining calendar of meetings in 2025 were highlighted. All meetings would take place at Diamond House, Birmingham Airport and commence at 13.30hrs:

- Thursday 4 September 2025.
- Thursday 4 December 2025 (AGM).

RESOLVED

That, the remaining calendar of meetings for 2025 be noted.