

**BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE  
5 DECEMBER 2024 AT 1.30 PM**

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**BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE  
5 DECEMBER 2024 AT 1.30 PM  
ANNUAL GENERAL MEETING**

Present: Mr Colin Flack OBE – Chairman

In attendance from Birmingham Airport Company:

Simon Richards	- Chief Finance & Sustainability Officer
Andy Holding	- Corporate Responsibility Manager
Rosie George	- Sustainability Manager
Sam Parkes	- Sustainability Assistant
Nikki Bains	- Head of Planning, Transport & Strategy
Tom Denton	- Head of Sustainability
Matt Wilshaw-Rhead	- BAATL Safety & Compliance Manager
Andy Harrington	- Sustainability Manager (interim)
Meganne Gill-Swift	- Assistant Corporate Responsibility Manager

In attendance for Agenda Item 16 (Barston Noise Study):

Ben Holcombe	- Suono Consultants
Fred Davies	- Suono Consultants

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 Z Choudhry
Birmingham City Council	- Cllr Z Iqbal
Catherine de Barnes Residents Association	- Mr D Cuthbert
Castle Bromwich Parish Council	- Cllr J MacDonald
Fordbridge Town Council	- Cllr D Cole
Hampton in Arden Parish Council	- Cllr D Sandells
Hampton Society	- Mrs J Hilton

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Kingshurst Parish Council	- Cllr D Cole
Knowle Society	- Mrs E Baker
North Warwickshire Area Committee of Parish Councils	- Cllr R Habgood
North Warwickshire Borough Council	- Cllr S Smith
Sheldon Residents Association	- Mrs M Kennett
Solihull Metropolitan Borough Council	- Cllr D Cole
Solihull Metropolitan Borough Council	- Cllr A Rolf
Solihull Metropolitan Borough Council	- Amanda Clover
Tile Cross Residents Neighbourhood Forum	- Mr P Kelsey
Passengers Representative	- Mrs R Tyler
Warwick District Council	- Cllr K Aizlewood
Warwickshire County Council	- Cllr M Watson
Wolverhampton City Council	- Cllr M Jaspal
Wychwood Club	- Mr G Heaps

Apologies were received on behalf of: -

ABTA	- Mrs S Foxall
Airport Company	- Nick Barton
Birmingham City Council	- Cllr T Huxtable
Chelmsley Wood Town Council	- Cllr S MacDonald
Consumers Association	- Mt T Baker
Coventry City Council	- Cllr C Miks
Sandwell Metropolitan Borough Council	- Cllr P Hughes
Smith's Wood Parish Council	- Cllr S Bray
Staffordshire County Council	- Cllr M Deaville
Walsall Metropolitan Borough Council	- Cllr P Kaur

**1. APPOINTMENT OF CHAIRMAN 2024/2025**

In accordance with Section 7.4 of the Committee's Constitution, the Committee was advised that the Airport Company had invited Mr Colin Flack OBE to continue with his appointment as Independent Chairman of the Airport Consultative Committee for 2024/25 and to hold office for a further 12 months until the next Annual General Meeting, subject to the endorsement of the Committee. The reappointment was proposed and seconded.

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**RESOLVED**

That, the appointment of Mr Colin Flack OBE as Independent Chairman of the Airport Consultative Committee for a further 12 months be endorsed (unopposed).

**2. 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.

**3. APPOINTMENT OF VICE-CHAIRMAN 2024/2025**

Nominations and seconders were sought for the position of Consultative Committee Vice-Chairman for 2024/25, to hold office for 12 months until the next Annual General Meeting. The appointment was proposed and seconded.

**RESOLVED**

That, Mrs Rosemary Tyler be appointed Vice-Chairman of the Airport Consultative Committee for 2024/25 (unopposed).

**4. APPOINTMENT OF STEERING GROUP MEMBERS**

The Committee was invited to appoint, from its membership, its four Steering Group Members for 2024/25. The Chairman highlighted that future Steering Group meetings would continue to be held virtually via Teams, in the main, with the option to meet in person when the business required it.

**RESOLVED**

That, the following ACC appointments be confirmed for 2024/25:

- Mr D Cuthbert - representing Catherine de Barnes Residents Association;
- Cllr R Habgood - representing North Warwickshire Area Committee of Parish Councils;
- Cllr K Tindall – representing Balsall Parish Council; and
- One vacancy (expressions of interest to either the Secretary or the Airport Company).

**5. APPOINTMENT OF TRUSTEES TO THE BIRMINGHAM AIRPORT COMMUNITY TRUST FUND**

The Committee was invited to appoint, from its membership, its three Community Trust Fund Members for 2024/25.

**RESOLVED**

That, the following ACC appointments be confirmed for 2024/25:

- Mr D Cuthbert - representing Catherine de Barnes Residents Association;

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- Mrs M Kennett - representing Sheldon Resident's Association;  
and
- Cllr R Habgood - representing North Warwickshire Area  
Committee of Parish Councils.

**6. CONSTITUTION, TERMS OF REFERENCE AND MEMBERSHIP FRAMEWORK ANNUAL REVIEW**

The Committee was invited to approve its Constitution, Terms of Reference and Membership Framework for 2024/25.

Similarly to the previous AGM, the Chairman stated that there was an opportunity for the Committee to consider if any changes or improvements were needed to ensure the ACC was fit for purpose and achieved its objectives. Initial thoughts for the year going forward were to strengthen the flow of information from the ACC to the communities represented and to enhance the role of the Committee's Steering Group. The Chairman had also reviewed the Committee's Code of Conduct, albeit no revisions were proposed.

The Chairman also tabled draft revisions to formalise the incorporation of both the Noise Sub-Group and the Health & Wellbeing Forum.

**Discussion Points**

Warwick District Council (Cllr K Aizlewood) – asked the Committee to consider the feasibility of opening its meetings to the public, by default, to increase and enhance public engagement and transparency.

Berkswell Parish Council (Cllr R Lloyd) – stated that he agreed with the principle of being more transparent, however, there were practical difficulties to opening meetings to the public, one being the availability of a suitable venue. Cllr Lloyd also highlighted the uncertainty of the numbers who would attend. Large numbers would, again, pose logistical challenges and attendance might therefore have to be limited.

Knowle Society (Mrs E Baker) – stated that public attendance may hinder the open sharing of information by the Airport Company which currently allowed the Committee to have open and full discussions. The role of the Committee representatives was to represent their communities and bring forward any matters of concern made known to them.

Barston Parish Council (Mr D Elliott) – stated that he was strongly against meetings being open to the public.

Catherine de Barnes Residents Association (Mr D Cuthbert) – stated that he too was opposed to meetings being open to the public (and press). It was the role of the Committee's representatives to disseminate information to the communities they represented and to bring forward, for discussion and challenge, issues and views made known to them. The Committee currently had a very open and effective relationship with the Airport Company, and it was considered important that their relationship continued unhindered. Of particular concern was that press attendance could lead to misreporting and, also, that pressure groups may be present and attempt to disrupt proceedings. The membership framework of the Committee made no provision for pressure groups to be represented. In terms of the inclusion of the Noise Sub-Group in the Committee's Constitution, Mr Cuthbert advised that he wished to see the provision of data by the Airport Company being formally included to ensure that Group could fulfil its role effectively.

Solihull Metropolitan Borough Council, Fordbridge Town Council and Kingshurst Parish Council (Cllr D Cole) – expressed concern that meetings open to the public could give rise to safety concerns from time to time. Cllr Cole recalled the environmental protests that had taken place at earlier ACC's. Cllr Cole also suggested that some form of security or police

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resource may be required to ensure that meetings were not disrupted and member representatives remained safe.

Balsall Parish Council (Cllr K Tindall) – highlighted that opening the meeting to the public could allow open access to pressure groups which would have a negative impact to the effectiveness of the meetings. Opening meetings to the public would also hinder a full and open dialogue between the Committee and the Airport Company in his view.

Castle Bromwich Parish Council (Cllr J MacDonald) – highlighted that, from time to time, public engagement events in the local community were undertaken by the Airport Company.

North Warwickshire Area Committee of Parish Councils (Cllr R Habgood) – stated that all ACC members represented their own individual communities, and the general public were able to bring forward their views through those members. The ACC was also not a decision-making body, nor was it bound by the same access to meetings framework under which local authorities were required to operate.

Vice-Chairman and Passengers Representative (Mrs R Tyler) – spoke in support of the current arrangements which, in her view, had directly benefited local communities. The DfT Guidelines for ACC's acknowledged that one size does not fit all, and it was permissible for ACC's to agree their own, local, operating models.

Knowle Society (Mrs E Baker) – highlighted that the Committee's agenda and minutes were published on the Airport Company's website, so the public were aware of the business transacted at each meeting.

BAATL (Matt Wilshaw-Rhead) – advised that from time to time, the Committee might wish to consider a Sub-Group that specifically considered the formulation of responses to government consultations, in dialogue with the Airport Company, to allow for a wider viewpoint to be captured. The Chairman welcomed this suggestion and intimated that this could be explored in greater detail at the next Steering Group.

Hampton in Arden Parish Council (Cllr D Sandells) – sought further background to the suggested composition of the sub-groups. Cllr Sandalls also stated that he would welcome greater clarification on confidentiality, specifically definitions and guidance as to when it would be appropriate to take information back to communities that may have been reported as confidential and sensitive as it was yet to be in the public domain. The Chairman undertook to consider this outside of the meeting. The Airport Company (Simon Richards) also welcomed the Chairman's undertaking to give greater clarity to this. The Airport Company undertook to give clearer notice within their verbal and written reports on business that was deemed confidential, sensitive, or in advance of it being put into the public domain.

The Chairman – by way of comparison, highlighted the operating practices at Farnborough Airport ACC at which he was also Chairman. Examples of the operating practices at other UK ACC's, were also summarised. It was concluded that one size does not fit all and that the operating practices of each ACC should be agreed on their own individual merits. The matter for the Committee was to decide if it remained fit for purpose and did its current operating model allow it to effectively achieve its aims and objectives. In terms of the publication of the Committee's minutes, the Chairman advised that the information contained within the draft minutes, once circulated, could be used by members to brief their own local communities. Approved minutes would also be published on the Airport Company's website as soon as they became approved.

**RESOLVED**

- (i) That, subject to the incorporation of the above matters, the Committee's Constitution, Terms of Reference, Membership Framework and operating practices be approved and adopted for 2024/25 (the final draft be

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circulated to the Steering Group before final publication);  
and

- (ii) That BAATL be invited to the next Steering Group to discuss the matter highlighted in the preamble above.

**7. MINUTES OF THE LAST MEETING & MATTERS ARISING**

The minutes of the last meeting of the Committee, held on 5 September 2024, were submitted. There were no matters arising.

**RESOLVED**

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

**8. CHAIRMAN'S UPDATE**

On this occasion, no specific update was given under this agenda item.

**9. AIRPORT ACTIVITIES REPORT**

The Airport Company (Simon Richards) - presented the Airport Activities report for the period July to September 2024. The report set out updates on the following matters:

- Passenger Statistics.
- ATM's.
- Aviation Development.
- Key Stakeholder Engagement.
- Complaints Statistics.
- PRM Performance.
- Customer Satisfaction (a revised agenda - page 34 - was tabled).
- Social Media.
- Security Wait Times.
- Immigration Performance.
- Baggage Delivery Performance.
- Cleaning Performance.
- On-time Turnaround Performance.

**General Updates**

When introducing the report, Mr Richards drew the Committee's attention to a question that had been put by Warwick District Council (Cllr K Aizlewood):

"Given the Airport's success in increasing passenger numbers, post-COVID and its recent plans to increase night-flying, could the ACC clarify its current expectations and timescales for the expansion of either airport Terminal?"

Mr Richards advised the Committee, giving the new security hall as an example, that element of airport development had utilised the existing space within the terminal rather than constructing a new building. Noting that changing the use of a building rather than constructing a new one had posed its own unique challenges, a balanced view needed to be taken having regard to cost, need, sustainability and other environmental credentials. Work was now being undertaken to establish a 10-year view as to what floorspace may be needed to cater for passenger capacity, based on incremental built development.

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In addition to the above, other headline issues were reported. In summary, these included:

- A current update on passenger security throughput performance following the problems that were evident during the summer and as previously reported to the Committee. It was anticipated that the restrictions on liquids would be lifted at some point in 2025, although the Airport Company was planning their terminal operations and resources for summer 2025 around those restrictions still being in place at that time.
- Airport development to compensate for passenger growth in readiness for the Summer 2025 season included improvements to the airfield, aircraft stands, arrivals, immigration, and outbound baggage.

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

- The Night Flying Policy Review submission to Solihull MBC would now be determined by their Planning Committee on 8 January 2025.
- On 8 January 2025, Solihull's Planning Committee would also determine an application for a drive-through restaurant, sited on one of the Airport's surface car parks (Car Park 6).

### **Discussion Points**

Castle Bromwich Parish Council (Cllr J MacDonald) – recalled a recent flight into Birmingham whereby passengers had to walk from the aircraft and into the terminal, rather than using an airbridge or shuttle bus. Cllr MacDonald stated that he considered this to be poor customer service. The Airport Company (Simon Richards) advised that this would have been a decision of the individual airline (in this case, Ryanair) who relied on a fast turnaround for their aircraft. Any delays in waiting for airbridges and shuttle buses would affect their business model. Mr Richards advised that all facilities were available for airlines which chose to use them. The Airport Company also had no control over which option airlines chose to use.

Balsall Parish Council (Cllr K Tindall) – asked for an update on the performance of the new security scanners, citing his recent experience. The Airport Company (Simon Richards) advised that some issues were now evident regarding the sensitivity of the scanners with some items likely to be carried in hand luggage (e.g. bananas seemed to trigger an alert which then required a manual bag search). It was anticipated that future software upgrades to the machines would resolve these issues. Other than that, the performance of the new security scanners was good and overall levels of confidence in the equipment was high.

### **RESOLVED**

That, the contents of the Airport Activities Report for the period July to September 2024, be welcomed, received and noted.

## **10. SUSTAINABILITY REPORT (INCLUDING COMMUNITY NOISE REPORT)**

The Airport Company (Tom Denton and Rosie Bishop) presented the Sustainability Report for the period July to September 2024. 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.

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- Waste (Recycled).
- Energy.

**Discussion Points**

Knowle Society (Mrs E Baker) – recalled the summary of the recent meetings of the Noise Sub-Group and noted that there was no obvious mention of the perceived health risks associated with noise due to lack of sleep. The Airport Company (Rosie George and Andy Holding) confirmed that the Health & Wellbeing Forum would be including this work in their action plan, going forwards.

**RESOLVED**

That, the contents of the Sustainability Report for the period July to September 2024, be welcomed, received and noted.

**11. HEALTH & WELLBEING FORUM UPDATE – VERBAL REPORT**

The Vice-Chairman and Passengers Representative (Mrs R Tyler) updated the Committee on the recent work of the Health & Wellbeing Forum.

The most recent meeting having taken place on 3 December 2024, at which the Forum had received a presentation from Public Health on the “small-group data” they had been collecting throughout the borough to identify areas that were behind the average for the whole borough. A specific example was given pertaining to employment. The Forum considered that this was going to be a very useful tool to allow the Council to focus its resources effectively. Similarly, it would allow the Airport Company to target its own resources (e.g. holding employment fairs in areas with the greatest need).

Progress was also being made on the revised Action Plan which was hoped to be ready for presentation to the ACC at its next meeting.

Of particular note was a compliment that had been received by the Airport Company from Solihull MBC (Nick Laws – Public Health) on the handling of the welfare flights from Lebanon and how well the arrangements had worked.

Further updates would be presented at future ACC meetings.

**Discussion Points**

There was no other discussion on this item on this occasion.

**RESOLVED**

That, the update on the recent work of the Health & Wellbeing Forum, be welcomed, received and noted.

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

(Note: a revised agenda - page 34 - was tabled).

Catherine de Barnes Residents Association (Mr D Cuthbert) –

**Question 1:**

1) “Re: planning customer experience diagrams page 4 of 8 - can they be explained please.”

*Answer:*



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*"Data is collected via surveys sent to any customer who has bought a service from the Airport – car parking, express lane etc, plus all assisted travel passengers are asked if they wish to take part. There is also an auto-enrol option via QR codes located throughout the terminal. Surveys are sent out two weeks post travel."*

*"We receive between 600-1000 per month. This is more than CAA survey sample. Interestingly, the UK Best Airport as reported by 'Which' only had 63 surveys, so we believe our sample size is good and provides a credible insight into what passengers are experiencing."*

*"The Net Promoter Graphic (as amended and tabled) shows the percentage of those passengers completing the survey falling into one of the three categories – Promoters, passives or Detractors - explained in the key. Results are presented by month."*

**Question 2:**

2) "Why are the results of the last period not placed at the side for quick improvement comparison?"

*Answer:*

*"They're presented month by month so that members can see trends. Latest results (not reported here) indicate the NPS showing consistent improvement month on month."*

*"Presumably the 45 numbers are location points of which there is a total of 71- these reports only cover a relatively small number of locations, where are the other ones reported?"*

*"BAL apologises for the confusion caused by the appearance of the graph that went out in the papers – a glitch resulting from the transposition of the working Excel document into PDF format. The tabled version clarifies the horizontal axis key, which is simply by named month."*

**Question 3:**

3) "Re: waste recycling diagram. Would it not be more worthwhile to compare the current performance with the previous quarter's performance rather than the same period last year. The report would I believe then have more relevance re improvement trend."

*Answer:*

*"We report against the prior comparative period, rather than the previous period because volumes of waste vary seasonally – obviously more waste is generated in the summer. This has an impact on the recycling rate – for example, with higher volumes of waste, the more contamination there is and the more difficult it is for the operatives in the recycling facility. So, we compare like for like periods."*

*"However, we can show figures on a month-by-month basis as well in future reports if that would help?"*

**Discussion Points**

There was no other discussion on this item on this occasion.

**RESOLVED**

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

**13. NIGHT FLYING POLICY REVIEW – VERBAL REPORT**

Owing to Solihull MBC Planning Committee's deferment of the determination of the Night Flying Policy Review until 8 January 2025, there was no detailed progress update in regard to this agenda item.

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**Discussion Points**

Hampton in Arden Parish Council (Cllr D Sandells) – sought clarification as to which Night Flying Policy would be in used until the determination of the revised Policy had been made by Solihull MBC Planning Committee. The Airport Company (Tom Denton) advised that the existing Night Flying Policy (which expired on 26 October 2024) would remain in place and the Airport Company would remain compliant to that.

**RESOLVED**

That, the update on the determination timeline of the Night Flying Policy Review be received and noted.

**14. CLIMATE CHANGE ADAPTATION PLAN – VERBAL REPORT**

The Airport Company (Rosie George) presented a current update on the progress towards the Airport Company's Climate Change Adaptation Plan.

The Committee was advised that, through the Adaptation Reporting Power under the Climate Change Act 2008, the Airport Company was required by the Department of Environment Food & Rural Affairs (DEFRA) to produce a Climate Change Adaptation Report every five years. A comprehensive review and report were last carried out three-years ago in 2021. DEFRA had since brought forward the original five-year reporting window by two-years to align with and better inform the Governments next Climate Change Risk Assessment (CCRA4).

Due to that shortened timescale, no significant updates had been made to UK climate projections out to 2080 and the Airport Company had continued to use UKCP18 supplied by the MET office to inform their latest climate risk register update. That fourth round of reporting had a DEFRA submission deadline of 31 December 2024. The Airport Company had made significant progress against several of the actions developed three years ago and a summary of that work was presented.

**Discussion Points**

Warwick District Council (Cllr K Aizlewood) – welcomed the work that was being undertaken, noting that that aviation and airport operations were both recognisable sources of carbon emissions.

Hampton in Arden Parish Council (Cllr D Sandells) – sought further detail as to when a response to the submission might be received from DEFRA. The Airport Company (Rosie George) advised that a response was anticipated within approximately 3 months from the date of submission, although this timeframe was only an assumption.

**RESOLVED**

That, the current progress towards the Climate Change Adaptation Plan and associated work-streams be welcomed, received and noted.

**15. PERSISTENT COMPLAINANT**

The Airport Company (Andy Holding) presented a detailed report which outlined matters regarding a persistent complainant:

- A resident of Shard End. Their concerns related particularly to night noise and the fact that the complainant reported being woken many times each night by aircraft noise.

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In accordance with the Airport Company's Complaints Policy which detailed how it would deal with regular correspondents who submitted large numbers of complaints, endorsement from the Committee was sought to continue to register their complaints but to no longer expend time and resources in individual investigations. Subject to the approval of the Committee, the complainant would be advised of that agreed course of action.

**Discussion Points**

Catherine de Barnes Residents Association (Mr D Cuthbert) – asked if it was known if the complainant was a new or established resident in that particular property and how long they had lived there. The Airport Company (Andy Holding) advised that a specific period of occupancy was not known, although it was felt that the complainant had lived in the property for some time. Mr Cuthbert also asked what the noise level was in the location of the property and was advised that it was estimated to be significant due to the proximity of the property to the centreline for approaching aircraft. An exact noise level was not available due to the property being located away from the nearest noise monitor.

Barston Parish Council (Mr D Elliott) – stated that he had sympathy with the complainant and noted that the property lay well beyond the boundary of the Sound Insulation Scheme. Mr Elliot asked if the Scheme was, therefore, fit for purpose. The Airport Company (Andy Holding) advised that the Scheme met the CAA requirements. Owing to the location of the complainant's property, it was not considered feasible to include that area within the boundary of the Scheme as it would need to cover hundreds, if not thousands, of additional residential properties.

Wolverhampton City Council (Cllr M Jaspal) – supported the proposed course of action and accepted that it was not easy for the Airport Company to resolve complaints such as this example. Cllr Jaspal sought assurances that the Airport Company was compliant with its own Complaints Policy, and everything had been done to address the individual's complaints. This assurance was given.

Vice-Chairman and Passengers Representative (Mrs R Tyler) – noted that the period of complaints also ranged from the beginning of November, up to 21 November 2024, during which time the runway had been closed for overnight maintenance. No aircraft were operating into or out of Birmingham Airport during the night period for those specific dates. This put the integrity of some of the individual complaints into question.

The Chairman – summarised that it was apparent that the Airport Company had acted entirely reasonably in this particular matter.

**RESOLVED**

That, the recommended course of action (in accordance with Airport Company's Complaints Policy), and as detailed in the report, be approved.

**16. BARSTON NOISE STUDY**

The Airport Company (Rosie George) introduced Ben Holcombe, attending from Suono Consultants, who presented the findings and outcomes of the Barston Noise Study. Noise monitoring had been undertaken in 2018 and 2024 at the same location in Barston between 12 June and 12 July on those years. Noise events from arrivals to Runway 33 and departures from Runway 15 had been recorded.

The Chairman also highlighted that, in light of the complexities associated with the contents of the Study, it was proposed that it would be re-presented to the Noise Sub-Group in January 2025, for their detailed consideration of the findings and outcomes.

Mr Holcombe's (Suono) presentation covered the following summary headlines:

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- Portable Noise Monitoring.
- Noise Metrics.
- Hourly Trends.
- Aircraft Trends.
- Maximum Noise Levels.

**Discussion Points**

Catherine de Barnes Residents Association (Mr D Cuthbert) – highlighted the results within the Study which related to night noise events. Mr Cuthbert noted from the data being presented that not one aircraft had exceeded 79 dBA which reinforced the Committee's request in the current Night Flying Policy Review that the night-time noise level at Birmingham Airport be reduced to 79 dBA. Data being presented in the Study also indicated that the noisiest aircraft in 2024, were in fact noisier than in 2018 (worst performing aircraft). Mr Holcombe advised that there could be specific reasons for those events such as weather, emergencies, or aircraft being flown incorrectly. When taking all the data as a whole, it showed that there was not a sudden spike of high noise levels. Mr Cuthbert also highlighted Figure 14 within the Study (Arrival noise events levels for core night period) which indicated that the number of aircraft had increased and aircraft noise had increased, therefore, the impact on residents at night was greater in areas such as Barston.

Barston Parish Council (Mr D Elliott) – noted that the Study and previous discussions at Committee intimated that modern aircraft were now quieter than they were previously. Mr Elliot highlighted that aircraft were not quieter when at 1500ft above a resident's property in the early hours of the morning. In that regard, accepting that airport operations needed to take place, Mr Elliot felt that those particular statements were not helpful. Based on how the night-time noise data was interpreted, it could also be argued that there were more noisier aircraft in 2024, in comparison with previous years. It was also noted that 58hrs of noise data had been omitted from the data owing to poor weather conditions (rain). Mr Holcombe confirmed that data had been omitted from the 2024 noise analysis when it had been weather-affected. That data had not, however, been omitted from the aircraft movement analysis and those aircraft had still been counted in the Study.

Warwickshire County Council (Cllr M Watson) – highlighted the effects of ambient noise and stated that he would wish to have seen that being taken into account within the Study. Mr Holcombe advised the Committee of research that had been undertaken by the CAA into whether or not the background noise within resident's homes affected their perception of aircraft noise. Despite being a small dataset, preliminary conclusions indicated that there was not a clear link between ambient noise and how aircraft noise was perceived by an individual.

Vice-Chairman and Passengers Representative (Mrs R Tyler) – echoed that the data in the Study appeared to confirm that the impact on residents at night had increased due to longer periods of disturbance (specifically for arrivals at night). Mr Holcombe confirmed that the 2024 Study did show that there were now more arrivals during the night-time period.

Hampton in Arden Parish Council (Cllr D Sandells) – sought clarification on the differing reported noise levels for the Airbus A321NEO aircraft within the noise dominant aircraft type average data. Cllr Sandells highlighted the narrative in the Study which stated that, as a result of the latest generation of aircraft replacing current aircraft, an overall reduction of approximately 2dB would be expected to overall noise impacts. Cllr Sandells also suggested that the reporting of noise levels for arrivals and departures should be separated and not reported as an average for both.

The Chairman – noted that the perception of noise was subjective which made the science around noise effects incredibly difficult.

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**RESOLVED**

- (i) That, the contents of the Barston Noise Study be received and noted; and
- (ii) That the Study be re-presented to the Noise Sub-Group at its next meeting in January 2025.

**17. ANY OTHER BUSINESS**

The Committee noted that the Airport Company's Sustainability Manager, Rosie George, was due to begin a period of maternity leave in the very near future.

**RESOLVED**

That, the Committee's good wishes be placed on record.

**18. DATES FOR FUTURE MEETINGS**

The Airport Company highlighted the following dates as the 2025 calendar of meetings. All meetings would take place at Diamond House, Birmingham Airport and commence at 13.30hrs:

- Thursday 13 March 2025.
- Thursday 5 June 2025.
- Thursday 4 September 2025.
- Thursday 4 December 2025 (AGM).

**RESOLVED**

That, the calendar of meetings for 2025 be agreed and noted.