



**Birmingham**  
**Airport**

## **Birmingham Airport Tall Buildings Policy**

## Policy

The purpose of this Tall Buildings Policy is ;

- a) to ensure that airspace around Birmingham Airport is safe for the movement of aircraft. This is known as Safeguarding the Aerodrome.
- b) to afford guidance to Local Planning Authorities, developers and contractors about maximum building heights and design requirements that are consistent with the airport's obstacle limitation requirements, Instrument Flight Procedures and technical safeguarding of Air Traffic Control navigation equipment such as radar, radios and instrument landing systems.
- c) to satisfy the Civil Aviation Authority (CAA) that effective measures will be enacted to control the implications of tall building development within the vicinity of the Airport.

Certain civil aerodromes, selected on the basis of their importance to the national air transport system, are officially safeguarded in order to ensure that their operation is not impacted by proposed developments. Officially safeguarded aerodromes are certificated, licensed and afforded safeguarding protection by UK Government (Department for Transport).

Birmingham Airport is an officially safeguarded aerodrome. As outlined in "The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002", it is also a protected aerodrome. This means that Local Planning Authorities must consult with Birmingham Airport when determining planning applications for tall buildings or structures (including amendments to existing consents).

The permitted height of any tall building, structure (or equipment) in the vicinity of an airport is governed by a series of horizontal and inclined planes that are collectively named Protected Surfaces and are made up of Obstacle Limitation Surfaces (OLS) and Instrument Flight Procedure Surfaces (IFPS). These are designed to protect aircraft and Air Traffic Control Navigation Aids and are a complex set of 3-Dimensional surfaces, which extend upwards and outwards from the runway. The OLS relates to geographical restrictions while the IFPS relates to flight routings. Further details relating to Birmingham Airport can be found in Appendix A.

The OLS & IFPS completely surround the aerodrome as agreed by international treaty and defined in the International Civil Aviation Organization (ICAO) Annex 14. In the UK, Civil Aviation Authority Publication (CAP) 738 "Safeguarding of Aerodromes" and CAP 785B "Implementation and Safeguarding of instrument flight procedures" provides the necessary guidance. Technical safeguarding of Air Traffic Control Equipment is defined by international treaty and defined in the ICAO Annex 10; in the UK CAP 670 contains further guidance. Additionally, details on Crane Applications can be found in CAP 1096 "Guidance on the Crane Notification Process". Birmingham Airport's protected surfaces cover the whole of Birmingham City Centre and Solihull Metropolitan Borough Council, including adjacent parts of the wider Midlands region.

## Methodology

Birmingham Airport requires all applications for tall buildings within the area outlined below (15km radius around the airport) to include an aviation impact assessment at the developer's (or third parties) expense and to include detailed consideration of the following conducted by a CAA Approved Procedure Design Organisation (APDO) for review by Birmingham Airport as a statutory consultee, and engage with the Airport prior to submission of the planning application to allow for collaboration:

- (1) Impact upon protected safeguarding surfaces (Obstacle Limitation and Instrument Flight Procedures)
- (2) Impact upon navigation aids provided by Birmingham Airport
- (3) Propensity of the development's proposed lighting to distract, dazzle or confuse flight crews
- (4) Propensity of the development's proposed lighting to distract, dazzle or confuse Birmingham Airport air traffic control employees
- (5) Impact upon aircraft taking off from, landing at Birmingham Airport, or transiting Birmingham Controlled Airspace.

In each case above, the consideration is to include the individual proposal and its combined impacts when considering the collective impact of that proposal and all existing or previously approved and not yet constructed structures in its vicinity.



Should a proposal, including any mitigation proposals be deemed unacceptable, the Airport Company will, as the Statutory Consultee on aerodrome safeguarding matters relating to Birmingham Airport, object to that proposal.

Birmingham Airport encourages Local Planning Authorities and developers to seek pre application advice from the Airport prior to considering any tall building application.

## **Principles of Assessment**

Birmingham Airport recognises its key role in the ongoing development and economic growth of the region, providing the air connectivity vital for the expansion of international trade, investment and employment, the growth of inbound tourism, and access to outbound leisure destinations.

The Airport recognises that Birmingham is a city in transition and has significant aspirations to develop in a manner that fulfils its status as the UK's second city. The symbiotic relationship between Airport and City is such that each requires the other to be successful in order to fully exploit its potential. The close geographical relationship brings about challenges in ensuring that the safety of aircraft operations in the vicinity of the Airport is maintained, whilst the development aspirations of the City are achieved.

Birmingham Airport will assess each planning consultation (including pre-application consultations and post-application discharge of conditions, particularly those relating to construction methods) on their individual merits. When consulted on a planning application (including any amendments to existing consents) for a tall building(s), Birmingham Airport will carry out an initial safeguarding assessment to ensure that the proposed development (including its construction) will not harm the integrity of the safeguarded aerodrome. If it does, Birmingham Airport reserves the right to object to the proposal (or elements of it) on the basis of the harm caused to the safety of operations.

Where possible, Birmingham Airport will accept mitigating factors such as changes to construction methods. However proposals which impact Protected Surfaces will not be approved. In all instances, Birmingham Airport will engage with Local Planning Authorities, developers and stakeholders to seek out the optimum solution. The Airport will charge for safeguarding work in accordance with Birmingham Airport Fees & Charges published on the Airport's website.

## **Appeals Process**

If a developer wishes to appeal a decision then this will be via the CAA. Alterations to the Protected Surfaces are highly complicated, lengthy, expensive, involve multiple consultees, and have potential safety implications. Furthermore, potential airspace changes could result in adverse environmental impacts through extended flight routings and harm both Government and Airport carbon targets.

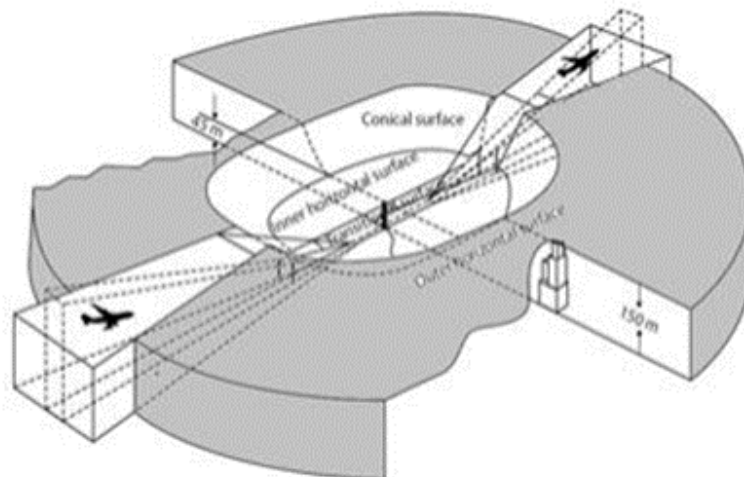
# APPENDIX A – Summary of Protected Surfaces

## Obstacle Limitation Surfaces (OLS)

A series of Obstacle Limitation Surfaces (OLS) are described around a runway which must be free from objects and obstacles to ensure aircraft operational safety. These surfaces are agreed by international treaty and defined in the International Civil Aviation Organization (ICAO) Annex 14. (See CAP 738 Safeguarding of Aerodromes for details, available on the CAA website).

The OLS consist of:

- Take-Off Climb Surfaces (TOCS)
- Approach Surfaces
- Transitional Surfaces
- Inner Horizontal Surface (IHS)
- Conical Surface
- Outer Horizontal Surface. (OHS)



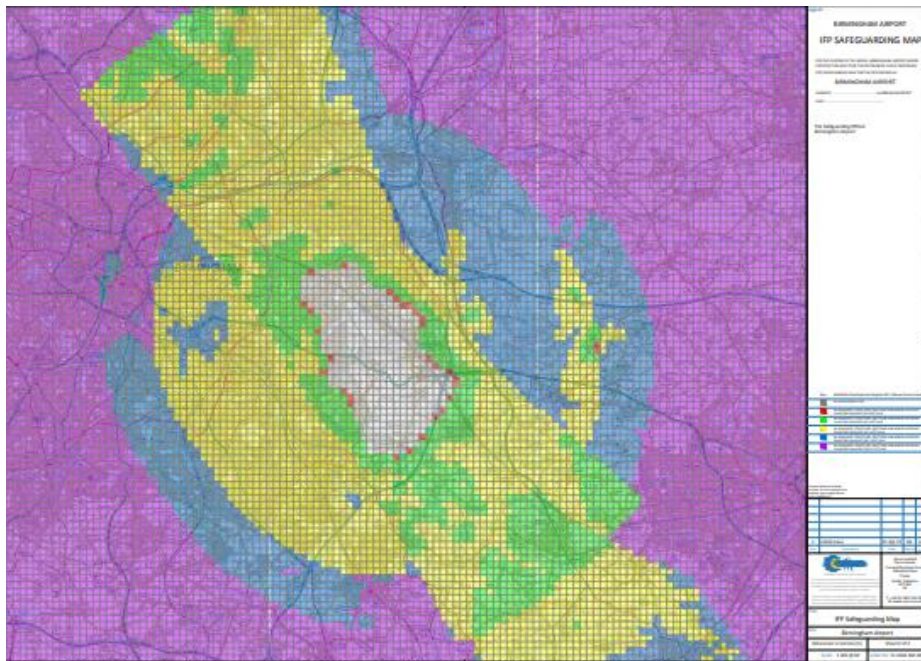
Proposals that conflict with OLS requirements which cannot be mitigated are likely to result in Birmingham Airport objecting to a planning application or advising developers during the pre-application stage about the Airport's concerns.

## Instrument Flight Procedure Surfaces (IFPS)

Birmingham Airport Instrument Flight Procedures describe the routing of aircraft in local airspace based on the known obstacle environment and are published in its Aeronautical Information Publication AIP available through the Aeronautical Information Service website.

Changes to an obstacle environment must be considered in respect of the effect on IFPS, including temporary changes such as cranes.

Birmingham Airport has an IFP Safeguarding map which gives a notifiable development height for buildings, structures and obstacles in the safeguarded boundary.



The protected areas for IFPs are complex and assessments must be completed by CAA Approved Procedure Design Organisation (APDO).

Proposals that impact published IFPS will be deemed unacceptable, and the Local Planning Authority or developer will be advised accordingly.