

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

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MINUTES

Present: Mr Colin Flack OBE – Chairman

In attendance from Birmingham Airport Company:

Nick Barton	-	Chief Executive
Simon Richards	-	Chief Finance & Sustainability Officer
Andy Holding	-	Corporate Responsibility Manager
Tom Denton	-	Head of Sustainability
Rosie George	-	Sustainability Manager
Sam Parkes	-	Sustainability Assistant
Nikki Bains	-	Head of Planning, Transport & Strategy
Jo Roberts	-	Head of Corporate Affairs & Marketing
Francesca Baller	-	Communications Manager

In attendance for Agenda Item 8 (Night Flying Policy Review):

Ed Clarke	-	Clarke Saunders Acoustics
Mike McLoughlin	-	Clarke Saunders Acoustics
James Ballinger	-	Arup
Louise Congdon	-	York Aviation
James Ager	-	York Aviation

In attendance from Solihull Metropolitan Borough Council:

Mr L Stevenson	-	Representing the ACC Secretariat
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
Castle Bromwich Parish Council	-	Cllr J Macdonald
Catherine de Barnes Residents Association	-	Mr D Cuthbert
Fordbridge Town Council	-	Cllr D Cole

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Hampton in Arden Parish Council	- Cllr D Sandells
Hampton in Arden Society	- Mrs J Hilton
Kingshurst Parish Council	- Cllr D Cole
Knowle Society	- Mrs E Baker
North Warwickshire Area Committee of Parish Councils	- Cllr R Habgood
Sheldon Residents Association	- Mrs M Kennett
Solihull Metropolitan Borough Council	- Cllr D Cole
Solihull Metropolitan Borough Council	- Cllr A Rolf
Solihull Metropolitan Borough Council (Officer)	- Amanda Clover
Solihull Metropolitan Borough Council (Officer)	- Lawrence Osbourne
Tile Cross Residents Neighbourhood Forum	- Mr P Kelsey
Passengers Representative & Vice-Chair	- Mrs R Tyler
Walsall Metropolitan Borough Council	- Cllr P Kaur

Apologies were received on behalf of: -

Balsall Parish Council	- Cllr K Tindall
Birmingham City Council	- Cllr T Huxtable
Chelmsley Wood Town Council	- Cllr S MacDonald
Consumers Association	- Mr T Baker
North Warwickshire Borough Council	- Cllr S Smith
Sandwell Metropolitan Borough Council	- Cllr P Hughes
Staffordshire County Council	- Cllr M Deaville
Warwick District Council	- Cllr K Aizlewood
West Midlands Combined Authority	- Mr P Edwards
Wychwood Club	- Mr G Heaps
Wolverhampton City Council	- Cllr M Jaspal

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.

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2. MINUTES OF THE LAST MEETING & MATTERS ARISING

The Minutes of the last meeting of the Committee, held on 13 June 2024, were submitted.

Discussion Points

Castle Bromwich Parish Council (Cllr J Macdonald) – thanked the Airport Company for work undertaken to secure the introduction of the 97a bus service.

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. He advised the Committee that, owing to the agenda pressures for this meeting, a more detailed record would be included within the minutes.

[Post-meeting note]: Key events since the last meeting of the ACC:

*"In the light of the **Consumer Association** (Which) to withdraw its participation in ACCs, UKACCs contacted all of our members to understand their collective perspectives and based on this we wrote to the Association asking for a meeting to discuss the issue. Following a response from them explaining their position, UKACCs have decided to leave the matter in abeyance.*

*We have continued to be very active in the domain of **Land Use Planning** and are working in partnership with a number of other key organisations to lobby Government in a coordinated fashion. This is a long, slow process but given their desire to build large numbers of houses across the next 5 years, we are trying to inject some urgency into the matter.*

*I am delighted to report that we have had a useful and positive meeting with **ABTA** nationally as they are keen to develop their existing relationship with ACCs which is good news. We have been invited to join their next update meeting and I am looking forward to working with them, particularly in the field of how passenger information is disseminated. A definite "watch this space".*

*We are very hopeful of a meeting with the new **Aviation Minister** early in the Autumn period. We have stressed to him the unique position of UKACCs to act as a conduit to his department; representing as we do some 46M people through the democratic structures that underpin ACCs nationally. Allied to this we continue to have a very good relationship with the team at the DfT and with the CAA.*

*We also continue to build on our close working relationship with the Sustainability Strategy and Engagement Team at the CAA. In particular, we have been invited to become part of the **Community Information and Feedback Forum** (CIFF) which will focus on issues of national policy and strategic significance along with process development. The scope covers, amongst other things, elements like the future of CAP 1616 Airspace design development and a whole range of noise and air quality issues. In no small part it will be targeting ways of providing information and better engagement with our various communities. Another "watch this space".*

RESOLVED

That, the Chairman's quarterly update be received and noted.

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4. AIRPORT ACTIVITIES REPORT

The Airport Company (Nick Barton) - presented the Airport Activities report for the period April to June 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.
- Social Media.
- Security Wait Times.
- Immigration Performance.
- Baggage Delivery Performance.
- Cleaning Performance.
- On-time Turnaround Performance.

Specific Updates

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

- A detailed update on passenger queues that were evident at certain times of the day as reported to the ACC on 13 June 2024. A £60M investment to provide a new passenger security facility (Standard 3) had met the statutory deadline of 1 June 2024, and was nearing physical completion at that time. However, due to a temporary restriction from the Department for Transport, the Airport was currently not able to use the new machinery to its intended design standard. A number of interventions had been implemented at pace and by the end of June, throughout July and into August, the impacts of the temporary restrictions had largely been neutralised. Queue times in the peak hours (04:00 to 07:00) had incrementally reduced to meet the original design methodology of the new security facility. The additional cost to the Airport Company of the interventions for mitigating the impact of the temporary restrictions was in the region of £3M.
- An additional 2 security scanners had now been ordered at a cost of £4M to build greater resilience. This would give a total of 9 scanners in the new passenger security facility. Mr Barton emphasised that they wanted to have excess throughput capacity available to ensure the Airport was not exposed again to future government decisions beyond their control.
- Queue times in July 2024 was around 8 minutes with a maximum of 49 minutes at peak. In August, the same performance metric was around 7 minutes with a maximum queue time of 24 minutes. Queue times continued to improve.
- The net promotor score for the Airport, a statistical analysis of customer satisfaction, had dropped by 33 points in June 2024, giving a score of -6. This had improved to +6 in July and circa +30 in August (Good, heading towards Great).
- The new £10M photovoltaic facility had been switched on in August which comprised 12,600 PV panels installed along the eastern side of the runway. On a single day in August, 4 megawatts of power production had been recorded.

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- On 19 July 2024, it had been announced that the Airport's Air Traffic Control Facility would be outsourced to NATS over the next 12 months. This decision had been based on the future technology requirements in air traffic control and NATS being the specialist organisation best placed to support that requirement.
- The business, overall, was performing well. Budget forecasts for air traffic in July were met, and in August they were exceeded. It was anticipated that by the end of the financial year, budget forecasts for the year would be met.
- 35 airlines now currently operated at Birmingham (which was a record amount), flying 144 direct flights allowing travel to 657 destinations. Birmingham had daily flights to 5 of the top 6 global hubs giving significant onward connectivity.

Discussion Points

Knowle Society (Mrs E Baker) – sought confirmation that it would be permissible to include some of Mr Bartons verbal updates (security hall performance) in the next Knowle Society newsletter. The Airport Company (Mr N Barton) confirmed his agreement to this request.

North Warwickshire Area Committee of Parish Councils (Cllr R Habgood) – requested an update on transatlantic route development. The Airport Company (Mr N Barton) advised that they were optimistic for direct flights from Birmingham to New York within the next two years. High demand for the delivery of new aircraft such as the Airbus A321LR and XLR was a key metric in the development of that route.

RESOLVED

That, the contents of the Airport Activities Report for the period April to June 2024, be received and noted.

5. SUSTAINABILITY REPORT (INCLUDING COMMUNITY NOISE REPORT)

The Airport Company (Rosie George) presented the Sustainability Report for the period April to June 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.
- Waste (Recycled).
- Energy.

Of particular note from this report was the Environment Agency Discharge Consent Review.

Community Noise Report

The Committee was also presented with the Community Noise Report which incorporated track keeping, complaints (including complaints by area), airline noise performance, runway usage and departures performance (noise violations), arrivals performance (continuous descent approaches) and helicopter statistics for Quarter 2/2024. Night flying and ground noise data sections were under development.

Discussion Points

There was no discussion on the report on this occasion.

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RESOLVED

That, the contents of the Sustainability Report for the period April to June 2024, be received and noted.

6. HEALTH FORUM UPDATE – VERBAL REPORT

The Vice-Chairman and Passengers Representative (Mrs R Tyler) updated the Committee on the recent work of the Health Forum. The most recent meeting had been held on 3 September 2024. Further updates would be presented at future ACC meetings.

Headline updates were:

- Progress was being made with the Forum’s Action Plan. It was anticipated that a draft Plan would be reported to the ACC at its next meeting.
- The Forum itself was becoming more cohesive and it was anticipated that meaningful results arising out of its work would be evident in 2025.
- Representation from Birmingham City Council had now been secured.
- Small Area Analysis (Solihull) was progressing well which would provide a wealth of information for the Airport.

Discussion Points

The Airport Company (Andy Holding) – shared Mrs Tyler’s current optimism regarding the work of the Forum and the opportunities for future collaboration between Solihull, Birmingham, and the Airport itself on a number of important key topics.

RESOLVED

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

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

A number of pre-submitted questions were considered as follows:

Catherine de Barnes Residents Association (Mr D Cuthbert) – written questions.

Question 1 – “re: OTT data. The graph does not really tie up with the data presented: the turnaround time was 61% last quarter but the graph does not cover that quarter i.e. - readers are not able see the month by month performance of the quarter e.g. 1 month might be exceptionally low for instance but the other months very high - no special events are visible.”

Answer – “The graph is an existing figure which the Sustainability Team does not have the ability to edit. Unfortunately, there was insufficient time to source a complete graph, for which the Team apologises, but Members should assured that the accompanying figures are correct.”

Question 2 – “A target of only 50% seems low considering the nature of the activity and its impact on customers.”

Answer – “Members are referred to the minutes of the last meeting where a similar question was asked – an extract appears here: OTT is a measure that includes areas within BAL’s control (such as airport facilities), but many that are not - such as departure slots, delays from European ATC etc. We capture and monitor the reason for all delays. We recognise

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that the 50% target is low, but even this creates a stretch in the summer months. An unattainable higher target would not drive the right behaviours. Taking a sample of recent performance, 70% of delays are attributable to enroute ATC, late arrival of aircraft, aircraft defects or rerouting. That said, we recognise that we have a significant part to play; a recent example showed Assisted Travel delays contributing 8% to the total, with airport facilities, including security, contributing a further 7.8%. We are currently reviewing measures and targets, but in the meantime will continue to work with colleagues and partners to improve overall performance.”

Barston Parish Council (Mr D Elliott) – written questions.

Question 1 – “The portable noise monitor was in Barston in June/July. I appreciate why the report is still in preparation, but could the committee be advised of the five noisiest aircraft in daytime and night-time, the noise level recorded and the height of each plane at that time.”

Answer – “The Airport has committed to carrying out a further noise study in Barston for 2024, which will enable a comparison to be made between the noise levels recorded during the previous study done in 2018, and today. This noise study aims to address concerns over the averaging of noise, detailing individual noisiest aircraft and highlighting the specific impact on the locality in which the noise study was undertaken. Noise data has been collected in June/July 2024 and is in the process of being analysed, ahead of writing and publishing the study, The Airport is unable to share data ahead of this time, in order to present a complete study. Once completed, the study will be made publicly available via the BAL website, with presentation made to the Airport Consultative Committee.”

Question 2 – “As the full night flying policy proposals to be presented at the September ACC have not, at the time of writing, been seen by the noise sub-group, can the following points be addressed separately?”

- a) “WHO considers night-time noise levels over 73dBA are damaging to health and noise in excess of 55dBA is believed to be an issue. Currently there is a commitment to reduce night noise from 81 to 79dBA in April 2025. Are WHO levels ever likely to be seriously considered? Currently there are no proposals to consider the health impact of noise, when will this change?”
- b) “The Section 106 dated 30 October 2009 arising from the Runway Extension calls for the Airport Company to limit Night Flying to an Annual Limit of 4% (currently 5%) of total ATM’s, as soon as practicable.”
- c) “Currently the Airport Company are looking for a 32.5% increase in night departures. The latest proposals are in excess of 8% of ATM’s. I appreciate the commercial reasons for this, but is this reasonable, especially as there are no proposals for any mitigation for those affected?”
- d) “The Sound Insulation Scheme is based on CAA data which is theoretical not practical. The Noise Monitor in Eastcote Lane, Barston shows that the majority of aircraft (arrivals and departures) exceed 73dBA. When will the Airport Company review its current scheme and will it ever use actual data rather than the current method, or is this considered to be too expensive?”

Answer – “The following questions relating to the Night Flying Policy were specifically addressed at the ACC meeting, within Agenda Item 6 – Night Flying Policy Review.”

Hampton in Arden Parish Council (Cllr D Sandells) – verbal question asked at the meeting.

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Question – “Light aircraft flying off-track over Hampton in Arden. What are the track keeping requirements for that type of aircraft (general aviation), specifically departure routings?”

Answer – “The Airport Company would obtain the details of the light aircraft prompting the concern and consider this matter in greater detail outside of the meeting.”

RESOLVED

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

8. NIGHT FLYING POLICY REVIEW

The Airport Company (Tom Denton and Nikki Bains) gave a detailed presentation to outline the process of the review itself, together with the details of the proposed revisions to the Night Flying Policy.

The Chairman highlighted that there had been a general invitation to ACC Members to get involved in the work of the Noise Sub-Group and thanked all those that had taken up that invitation. The Chairman also explained the role of the ACC at this stage in the review process.

Overview Presentation

In summary, the presentation covered the following key headlines:

- Current Night Flying Policy – a general overview to illustrate the requirements of the current 2021- 2024 Night Flying Policy.
- Night Flying Policy Timeline – a general illustration of the Night Flying Policy timelines covering 2018 to the present date.
- How have the ACC Noise Sub-Group informed the Policy – details of how the Noise Sub-Group had worked with the Airport Company to take forward their enquires and discussions that had taken place over the last few months.
- Future Policy Proposals – an illustration of the proposed Night Flying Policy for the period 2024-2027 in comparison with the current Night Flying Policy (2021-2024).
- Noise Sub-Group Feedback on Surcharges – details of differential charging, together with the noise violation surcharge for the night-time and day-time periods, and surcharges for track keeping breaches.
- Noise Contours – an illustration of the Birmingham Airport 6.5hr Summer LAeq 2023 actual vs 2027 forecast.
- Sound Insulation Scheme - an illustration of the Birmingham Airport (summer day) 63dB(A) contours for 2002 vs 2027 forecast, together with details of an uplift in scheme funding for individual properties.
- Planning Process – details of the requirements, timescales and mechanism for varying the current Section 106 Agreement.

Proposed Revisions

Current NFP 2021-2024	Proposed NFP 2024-2027	Commentary
Night Period is defined as 2330 to 0600 (local).	Night Period is defined as 2330 to 0600 (local).	No change.
Annual movement limit during the Night Period is calculated at 5% of the ATMs in the busiest single	Annual Movement Limit for W24/S25 is 7.6% of total annual ATM's (7,227	Move from existing S106 percentage calculation methodology to the following: A percentage of total annual

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financial year within the last 5-year period.	forecast ATM's), W25/S26 is 7.3% of total annual ATM's (7,528 forecast ATM's), and W26/S27 is 7.0% of total annual ATM's (7,600 forecast ATM's).	ATMs for the equivalent night flying year based on the forecasted total movement numbers for that year. This includes all scheduled, non-scheduled and positioners. Only exemptions are not included.
Taxiway Lima/Tango is not to be used between the hours of 2300 and 0600 (local), except for T6 and T5 to enter Taxiway Uniform or in emergency situations.	Taxiway Tango (between T2-T4) is prohibited for aircraft taxiing/ towing, except in exceptional circumstances.	Proposal aligns wording to what is done in practice, removing Lima & Tango crossing typo.
Any departing aircraft registering more than 83dB(A) at the centre noise monitors (1 and 2) during the Night Period will be subject to a surcharge equivalent to a full runway charge.	Any departing aircraft registering more than 83 81 dB(A) at the centre noise monitors (1 and 2) during the Night Period (2330-0600) will be subject to a surcharge equivalent to a full runway charge. Commitment to review this ahead of April 2025.	BAL has already reduced to 81dB(A) from 01/04/24, without waiting for the next Night Flying Policy review. Proposing to understand this reduction's impact ahead of committing to reducing further, however any further reductions will not necessarily have to wait until a further NFP review.
No aircraft with a QC greater than 1 to be scheduled to operate between 2330-0600 (local) hours.	No aircraft with a QC greater than 1 to be scheduled to operate between 2330-0600 (local) hours. Commitment to review ahead of 25/26 NFY.	Proposing to keep this the same, with the QC for scheduled aircraft to no greater than 1, this is already the most stringent limit of any UK Airport and much ahead of government policy.
Quota can be reclaimed for movements which register less than 74dB(A) at all three noise monitors. This is administered by Birmingham Airports Sustainability Team.	Quota can be reclaimed for movements which register less than 74dB(A) at all three noise monitors. This is administered by Birmingham Airports Sustainability Team.	Proposing to remove this clause, adding every aircraft that operates during the night period into the quota count totals, with only exempt movements not counted.
Annual quota limit during the Night Period is 4,000.	Annual quota limit during the Night Period (2330-0600) is 4,000 2,800 .	Proposing to reduce the QC limit, whilst no longer excluding any aircraft registering less than 74(dB); these movements will no longer be exempted from the QC totals.
Aircraft with an EPNdB less than 81 are exempt and do not count towards the annual movement limit except if it is a departure between 2330 and 0500 (local).	Aircraft with an EPNdB less than 81 (QC 0) are exempt and do not count towards the annual movement limit. except if it is a departure between 2330 and 0500 (local)	Proposing to maintain all current exemption criteria (exempting divers, ambulance, police, military, repatriation, hardship/suffering, ATC disruption, exceptional circumstances, QC 0), with the exception of the current methodology for exempting positioners; positioners will

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		no longer be exempted. All exemption criteria will apply to the entirety of the policy time and clauses to avoid over-complication.
No more than 877 aircraft can be scheduled to depart between 2330 to 0500 (local) including aircraft with an EPNdB less than 81 (which are ordinarily exempt from this policy).	No more than 877 aircraft can be scheduled to depart between 2330 to 0500 (local) including aircraft with an EPNdB less than 81 (which are ordinarily exempt from this policy). No more than 1162 aircraft can depart between 2330 to 0500 (local). Commitment to review ahead of 25/26 NFY.	Proposing to keep the 877 limit for scheduled movements and also include both scheduled and non-scheduled departures into a new number (1162) to provide greater transparency and include all departures as actually operated, only removing exemptions as agreed. The proposed absolute departures number of 1162 is derived from the actual number of departures that operated between 2330 – 0500 in the 17/18 NFY (the same year used to calculate the scheduled 877 limit).

Proposed Timeline

- Press Release – 5 September 2024.
- Submission of Night Flying Policy and Section 106 Variation to Solihull MBC – 23 September 2024.
- Existing Night Flying Policy expiry date – 26 October 2024.
- Solihull MBC Planning Committee – anticipated for November 2024.

Noise Sub-Group

Chair of the Noise Sub-Group (Mrs Rosemary Tyler) - highlighted the response of the Committee’s Noise Sub-Group to the Airport Company. In doing so, she thanked all Members who had been involved with the review and the Airport Company for the open way they had approached it and their willingness to share commercially sensitive information to allow the Sub-Group to better understand their position.

The final meeting of the Committee’s Noise Sub-Group had taken place on 6 August 2024. Seven meetings in total had taken place.

Mrs Tyler reported that:

“In addition to its meetings with the Airport Company, the Sub-Group had also met on several occasions at Barston to discuss the figures presented to them without any BAL representatives present. Initially, the Sub-Group met and drew up a list of aspirations which encompassed the ways they wanted to limit increases in night-time noise from the Airport. Mrs Tyler commended the Airport Company that they did not dismiss the Sub-Groups list as unachievable and worked through their requests.

Mrs Tyler noted that the Sub-Group had achieved very little from that list of requests. However, they had achieved some improvements that she believe would benefit the local communities in the longer term.

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The Night Flying Policy would now be subject to ongoing scrutiny through the newly established Noise Sub-Group and would become a living policy so that if the targets set today were not reached, the Sub-Group would be looking to lower them. Targets should be challenging both for the Airport and the airlines, otherwise there was no point in having them. The Sub-Group would become part of the formal constitution of the ACC and would be chaired by the Chair of ACC. Terms of Reference would be placed before the Committee at the next AGM.

Mrs Tyler explained that the Sub-Group had finally got to the bottom of exempted flights and she believed both sides did not understand the full implication of those exemptions and the Sub-Group did not appreciate the fact that non-scheduled flights departing at night were not included in the 877 departure cap.

The new departure cap of 1162 now included the 877 scheduled + the non-scheduled and the positioners. The Sub-Group had also received an undertaking that positioning flights in the middle of the night had to be necessary. Examples of flights leaving at 3.00am for a local airport and still being on the ground at lunchtime were not acceptable. Mrs Tyler had noticed an improvement already.

As a Sub-Group, we pushed hard for a lowering of dB(A) from 81 to 79 with a sliding scale over the lifetime of the policy to reflect the increased use of newer aircraft as they became available. The Sub-Group regretted that they had not, as yet, achieved that.

The Sub-Group were concerned about the increase in arrivals at night which had increased markedly with the new business model. At the last major review in 2018, the Sub-Group expressed the view that mostly the flights were back home by about 2.00am and were not as intrusive as departures. The current pattern saw flights arriving throughout the night-time period with no respite for the local communities. There was also a not inconsiderable number of late arrivals into the night-time period. That increase in ATM's at night meant that the projected figure for night-time ATM's was to set to rise to 73/4 % of total ATM's. The Committee was asked to recall that the figure agreed in 2018 was for 5% of total ATM's which was reflected in the s.106 agreement signed in 2009. At that time, it was anticipated that movements would reduce to 4% as daytime ATM's increased.

Mrs Tyler advised that Quota Count had decreased, and the Sub-Group was pleased to see that. However, they thought it could still reduce further. There was a correlation between QC and quieter modern aircraft; that the quieter the aircraft and the lower the QC, then the more aircraft you could fly within the Quota meaning more noise for communities.

The Sub-Group were also extremely disappointed that work had not yet commenced on reviewing the daytime noise limit. A review was promised in 2018 and again in 2021. They had received assurances that work would commence shortly.

The Sub-Group were also concerned that there had been no consideration given to the health impacts of noise on the communities surrounding the airport. WHO stated that noise in the night-time period should be below 55dB(A) in order to prevent adverse health effects from noise in the short term. That was an area that would be taken forward through both the Noise group and the Health and Wellbeing Forum. Mrs Tyler believed that the industry needed to start seriously considering the effects of its business on the health of the local communities.

The insoluble problem for BAL and the NF Group was how to control night noise from arriving and departing aircraft without decimating the economic viability of the airport.

Mrs Tyler advised that she hoped both sides now understood each other's position a little better and that the gains the Sub-Group had made would benefit the communities in the future. The Constitution of the ACC stated that we are here to receive information from BAL and to comment. The Sub-Group had done that. However, The ACC were not a lobby group

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and any further actions were for Members to take as individuals representing their communities.

The Sub-Group at the outset considered that it would do them no good to jeopardise the working relationship that the ACC had with BAL and Mrs Tyler considered that they had managed on both sides to achieve that whilst leaving BAL in no doubt as to the deep concerns over the effect of night-time noise on the local communities. That was one occasion where we had to agree to disagree.”

Discussion Points

Barston Parish Council (Mr D Elliott) – expressed concern at the future Policy proposals. Mr Elliott specifically highlighted aircraft overflying the noise monitor located on Eastcote Lane, Barston and regularly registering an average of 85dB(A). He stated that the noise contours did not cover that area by reason of the CAA producing statistics based on the Quota Count and the noise emitted from an aircraft. Yearly averages of noise data from which the sound insulation scheme was based was not accurate in his view. Mr Elliott highlighted that the current sound insulation scheme does not include homes in Eastcote Lane and others in Barston Village, but that these areas were more likely affected by noise due to the “extension” of the Airport in his view. Solihull MBC had sought to reduce night-time noise by reducing the ATM limit from 5% down to 4%. Mr Elliott stated that he saw no reason as to why that reduction shouldn’t continue. The World Health Organisation (WHO) recognised that any noise above 73dB(A) had damaging effects on health. Eastcote Lane residents regularly experienced aircraft movements (at least 75% of them) recording noise levels in excess of that. Mr Elliott requested greater respite for residents from aircraft noise during the night-time period. Solihull MBC should therefore not agree to the review proposals until there was further mitigation in his view.

Catherine de Barnes Residents Association (Mr D Cuthbert) – recalled the reductions that had been achieved in the last review; 83dB(A) down to 81dB(A) based on 5505 ATM’s expected during the night-time period. Mr Cuthbert stated that he was extremely disappointed that a more definitive agreement for a further reduction to 79dB(A) had not been achieved (with the assumption that future night-time ATM’s could increase by at least 30% - and on some calculations up to a 47% increase). It was, however, acknowledged that the Airport Company had agreed to an early review (2025/26) to consider the viability of a future reduction down to 79dB(A). Mr Cuthbert also sought clarification if the Airport Company would be using ATM’s or percentages in their proposal and the eventual S.106 Variation. The Airport Company (Tom Denton) clarified that there would not be any percentages or numbers written into the varied S.106 Agreement and that these would be contained within the Night Flying Policy itself. The Airport Company was seeking a simplified approach (particularly the calculation methodology) in the way the Agreement was currently written to allow a streamlined approach to future proposed variations. Mr Denton emphasised that there was still sufficient content within the proposed variation to allow enforcement by Solihull MBC. Mr Cuthbert also expressed concern at the proposed wording of the evidence to be submitted to Solihull MBC in relation to the Noise Impact Assessment *“The noise assessment considers the potential impact of the proposed changes in the core night period (23:30-06:00) in the context of historic aircraft movement data, aircraft fleet changes with the introduction of quieter aircraft and the prediction of noise levels within the core night period. The findings indicate that the proposals are unlikely result in any adverse impacts on communities exposed to noise from the airport. This is due to absolute numbers of core night ATMs not increasing significantly beyond historical levels, and the introduction of quieter aircraft operating.”* Mr Cuthbert asked how that statement could be deemed as correct if night-time ATM’s would increase by circa 2500 flights during the new Policy period. This was considered as a “significant” and “additional” impact on communities. The Airport Company’s noise consultants, Clarke Saunders Acoustics (Ed Clarke) elaborated on that statement to explain the context in which it had been written and the factors that had

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informed it (e.g. the introduction of quieter next-gen aircraft with lower Quota Counts). Mr Cuthbert also emphasised that the technical assessment details of the Policy review and submission to Solihull MBC should be fully understandable to the lay-person. This was acknowledged by the Airport Company and their noise consultants.

Knowle Society (Mrs E Baker) – agreed that the technical details of the Policy review and submission to Solihull MBC should be fully understandable to the lay-person. Mrs Baker also acknowledged the damaging effects of noise on health.

The Chairman – acknowledged the concerns raised regarding the technical aspects of the Policy review and advised the Committee that he had already agreed with the Airport Company that these types of complex issues would be addressed and included within the Minutes of this meeting. This would allow full responses to be given to the issues and areas of concern raised by Members of the Committee.

Berkswell Parish Council (Cllr R Lloyd) – stated that he too appeared confused by some of the historical traffic numbers being presented (particularly the increases from 5% to 7.6%) based on ATM projections for the coming year and asked if this could be explained. It appeared that, for the following year, that number would reduce to 7.3%, then again further to 7.0% thereafter. Cllr Lloyd asked what was the actual number of ATM's that would be included in the new Policy, or would it be written "as a percentage". The Airport Company (Simon Richards) clarified that the number of movements permitted would be a percentage of the actual movements within the same night flying year, with those numbers based on the Airport's future forecasts. He also advised that when reflecting on the Masterplan approval from which the Night Flying Policy began, and considering airline developments and larger planes, 40% more passengers were now being flown on 25% less aircraft in comparison. Despite the growth of the Airport, its noise profile had not increased to what it was expected to be at the time of the Masterplan approval. In terms of the desire for a 79dB(A) noise limit, Mr Richards explained that the "regular review" approach was preferred and more likely to bring about benefits to the community. In the context of the UK, Birmingham Airport had one of the stringent night-time noise limits of 81dB(A).

Hampton in Arden Parish Council (Cllr D Sandells) – highlighted the noise impact assessment and noise contours that appeared to be based on averages which could be perceived as misleading. Cllr Sandells highlighted that the "spikes" in noise which formed part of those averages had significant impacts on communities. Cllr Sandells also acknowledged the concerns of the World Health Organisation and the effects of noise on health and wellbeing. Cllr Sandells also sought confirmation as to how future changes to the Night Flying Policy would be sought and what was the approval mechanism. The Airport Company (Nikki Bains) advised that all future changes would be done in consultation with the Noise Sub-Group, the ACC and formal approval would then be sought from Solihull MBC as local planning authority. Cllr Sandells also asked who checked that forecasts were fair and reasonable. The Airport Company (Tom Denton) advised that a forecasting team worked internally at the Airport, and figures were independently verified by an external company to give further assurance and validation. The Airport Company (Simon Richards) stated that it was in the Airport's interest to get the forecasts as accurate as possible from a day-to-day operational perspective.

Solihull Metropolitan Borough Council (Cllr A Rolf) – sought confirmation that the proposal would automatically be determined by Planning Committee and would not be a delegated decision. Solihull MBC (Lawrence Osbourne) confirmed the consultation process (once the proposal had been formally submitted) and that the proposal would be determined by Planning Committee.

Castle Bromwich Parish Council (Cllr J Macdonald) – asked how many Members from the ACC, representing communities to the north of the Airport, were represented on the Noise Sub-Group. Mrs R Tyler, Chair of the Noise Sub-Group recalled the membership composition of the Sub-Group and advised that expressions of interest had been invited

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from any Member of the Committee at the meeting held on 8 June 2023. Assurances were given that, despite the membership of the Sub-Group largely representing communities to the south of the Airport, the interests of all communities had been considered in their work. The Chairman also echoed that position.

RESOLVED

- (i) That the Committee's appreciation be recorded to all those that had participated in the Night Flying Policy review; and
- (ii) That, the details of the proposed draft revisions to the Night Flying Policy be received and noted.

9. ANY OTHER BUSINESS

There was no other business on this occasion.

RESOLVED

That the agenda item be noted.

10. DATE FOR NEXT MEETING

The Chairman highlighted the remaining date from the 2024 calendar of meetings. The meeting would take place within Diamond House and commence at 13.30hrs.

- Thursday 5 December 2024.

RESOLVED

That, the date of the next meeting be agreed and noted.