

**BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM**

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ANNUAL GENERAL MEETING**

Present: Mr Colin Flack OBE – Chairman

In attendance from Birmingham Airport Company:

Nick Barton	- Chief Executive
Andy Holding	- Corporate Responsibility Manager
Rosie George	- Sustainability Manager
Sam Parkes	- Sustainability Assistant
Warda Khan	- Sustainability Coordinator
Nikki Bains	- Head of Planning, Transport & Strategy
Tom Denton	- Head of Sustainability
Jon Davies	- Energy and Carbon Manager

In attendance from Solihull Metropolitan Borough Council:

Mr L Stevenson	- Representing the ACC Secretariat
Balsall Common Village Residents Association	- Mr R Sargeant
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
Chelmsley Wood Town Council	- Cllr S MacDonald
Fordbridge Town Council	- Cllr D Cole
Hampton in Arden Parish Council	- Cllr D Sandells
Kingshurst Parish Council	- Cllr D Cole
North Warwickshire Area Committee of Parish Councils	- Cllr R Habgood
Sheldon Residents Association	- Mrs M Kennett
Solihull Metropolitan Borough Council	- Cllr D Cole

**BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM**

Solihull Metropolitan Borough Council	- Cllr G Sleigh (Sub)
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

Apologies were received on behalf of: -

ABTA	- Mrs S Foxall
Castle Bromwich Parish Council	Cllr J Macdonald
Knowle Society	- Mrs E Baker
North Warwickshire Borough Council	- Cllr S Smith
Sandwell Metropolitan Borough Council	- Cllr B Piper
Solihull Metropolitan Borough Council	- Cllr J Butler
Walsall Metropolitan Borough Council	- Cllr P Kaur
West Midlands Combined Authority	- Mr P Edwards
Wychwood Club	- Mr G Heaps

1. APPOINTMENT OF CHAIRMAN 2023/2024

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 2023/24 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.

RESOLVED

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

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. ANNUAL APPOINTMENT OF VICE-CHAIRMAN

Nominations and seconders were sought for the position of Consultative Committee Vice-Chairman for 2023/24, to hold office for 12 months until the next Annual General Meeting.

**BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM**

RESOLVED

That, Mrs Rosemary Tyler be appointed Vice-Chairman of the Airport Consultative Committee for 2023/24 (unopposed).

4. ANNUAL APPOINTMENT OF STEERING GROUP MEMBERS

The Committee was invited to appoint, from its membership, its four Steering Group Members for 2023/24. The Chairman highlighted that future Steering Group meetings would continue to be held virtually via Teams. One vacancy existed for 2023/24.

RESOLVED

That, the following four ACC appointments be confirmed for 2023/24:

- Mr D Cuthbert - representing Catherine de Barnes Residents Association;
- Cllr R Habgood - representing North Warwickshire Area Committee of Parish Councils;
- Cllr J Macdonald - representing Castle Bromwich Parish Council; and
- Cllr K Tindall – representing Balsall Parish Council.

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 2023/24. One vacancy existed for 2023/24.

RESOLVED

That, the following ACC appointments be confirmed for 2023/24:

- Mr D Cuthbert - representing Catherine de Barnes Residents Association;
- 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 2023/24.

As part of this item, the Chairman highlighted a discussion that had recently taken place at the UKACC's Annual Meeting in regard to how ACC's were functioning. The Chairman reminded the Committee of the role of ACC's and the legislation under which they operated to establish an effective means of communicating with communities and key stakeholders. The DfT guidelines allowed some flexibility as to how this took place in practice, acknowledging that all airports and their ACC's were very different.

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM

The Chairman stated that there was an opportunity for the Committee at this meeting to consider if any changes or improvements were needed to ensure the Committee was fit for purpose and the ACC achieved its objectives.

The Committee was also asked to consider if meetings should be open to the public. In terms of current transparency, the Committee's agendas and minutes were published on the Airport Company's website and member representatives reported back to their communities and organisations. The Chairman stated that, in his opinion, the current practices worked well which allowed the Airport Company to have a high degree of trust to share information openly.

Discussion Points

Catherine de Barnes Residents Association (Mr D Cuthbert) – highlighted that the success of the ACC was entirely dependent on the role of the independent Chairman and the Committee's relationship with the Airport Company. Mr Cuthbert stated that, considering those factors, the current arrangements were working well.

Balsall Parish Council (Cllr K Tindall) – asked that with the Chairman's knowledge of other ACC's, was there any other examples of best practice that the Committee could consider implementing. The Chairman advised that, unlike Birmingham, some ACC's experienced difficulties in their relationships with their airports which hindered their overall effectiveness. The structure of Birmingham's ACC, in comparison, worked very well.

Solihull Metropolitan Borough Council, Fordbridge Town Council and Kingshurst Parish Council (Cllr D Cole) – highlighted the value of the ACC meetings to the Town and Parish Councils which he represented, which allowed him to disseminate information back to his local communities. The Chairman also reaffirmed the intentions of ACC's being a 2-way process to allow effective communication to take place.

Vice-Chairman and Passengers Representative (Mrs R Tyler) – highlighted that DfT guidelines allowed flexibility as to how individual ACC's operated and this included if they were open or closed to the public. Mrs Tyler stated that meetings closed to the public were the best way to remain effective and allow the Airport Company to share the maximum amount of information with the Committee. Open meetings would limit the flow of that information. Meetings open to the public also posed security considerations for the Airport Company given the venue(s) being used. Mrs Tyler also suggested that the publication of an annual report might offer further transparency.

The Airport Company (Nick Barton) – gave his thoughts on the current environment and effectiveness of Birmingham's ACC which was extremely positive.

RESOLVED

That, the Committee's Constitution, Terms of Reference, Membership Framework and operating practices be approved and adopted for 2023/24.

7. MINUTES OF THE LAST MEETING & MATTERS ARISING

The Minutes of the last meeting of the Committee, held on 7 September 2023, were submitted.

Following concerns expressed at the last meeting regarding bus services, the Airport Company (Nikki Bains) provided an update and confirmed that the matter had again been raised with National Express West Midlands who had cited traffic congestion as the reason for service disruption.

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM

Discussion Points

Solihull Metropolitan Borough Council, Fordbridge Town Council and Kingshurst Parish Council (Cllr D Cole) – highlighted the X12 bus service and gave further examples of ongoing poor service punctuality.

RESOLVED

- (i) That, the Minutes of the last meeting be agreed as a correct record subject to the following typographical correction: Minute 4 Pre-submitted Questions – “Question from Complainant” – Response from BAL (beginning of the 3rd paragraph) to read “From” rather than “Form”; and
- (ii) That, the Airport Company continue to raise concerns with National Express West Midlands regarding the punctuality of the X12 bus service.

8. CHAIRMAN’S UPDATE

On this occasion, no update was given under this agenda item. Please refer back to Minute No. 4.

9. AIRPORT ACTIVITIES REPORT

The Airport Company (Nick Barton) - presented the Airport Activities report for the period July to September 2023. 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.

General Updates

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

- Year to date (to the end of October 2023) passenger movements were approaching 8M. This represented a 13% increase for the same period in 2022.
- Lost passenger volumes were recovering, post pandemic. In October 2023, just over 1.1M passenger movements were seen, representing 100.4% in comparison with October 2019.
- Circa 30 different airline operators currently used Birmingham Airport. All but one was very optimistic about the future.

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM

- End of year projections indicated circa 12M passenger movements which was slightly under forecast (12.3M), although still very promising.
- Budget (and passenger) forecasts had assumed that Pakistan International Airlines would have restarted flying in February 2023, although this had not been the case. Some other airlines were still awaiting delivery of new aircraft which had limited the number of flights during the summer season. This had held back passenger growth to what had been forecast (above).
- Winter (seasonal) overnight runway maintenance was now underway.
- The next generation security project was progressing well within its build programme. It was currently at its most disruptive phase although the timetabling of this was intentional to coincide with quieter operational periods. The disruption to passengers was expected to decrease from the end of December.
- Airline recovery remained positive across all sectors (leisure, visiting friends and relatives, and business travel). Several airlines also reported strong load factors.
- Two new airlines were commencing routes from Birmingham in December 2023 and January 2024.
- New route development to direct destinations such as north America was still work in progress. The delayed supply of new aircraft to American carriers was cited as a cause for delay.
- The demand for cargo and freight operations from Birmingham was currently strong with newer aircraft operating during the daytime.
- Capital projects had been affected by cost inflation, some significant.
- The Code C Stands project - £8M investment to bring them up to a new technical standard.
- The Solar Farm project was progressing well despite challenging ground conditions recently. Phase 1 would give a 6.8MW (green energy) facility and Phase 2 would give a further 14MW facility. Phase 1 would be commissioned in April 2024.
- On 28 November 2023, Virgin Atlantic had flown a Boeing 787 from Heathrow to New York powered by 100% sustainable aviation fuel (SAF). This was seen as a milestone moment for the aviation industry.
- Since the last meeting, it had been confirmed that the northern section of HS2 had been cancelled and would now only run from London to the West Midlands.
- Following the recent fire that had destroyed a multi-storey car park at Luton Airport, it was now expected that changes to fire safety regulations would be issued.

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

- CAA data that was collated on a quarterly basis had shown that, for the last three quarters, the numbers of passengers using buses, coaches or cycling to access the Airport had increased. Train usage was still down and this was attributed, in part, to the number of instances of industrial action during 2023, ongoing covid recovery and fewer people using trains as home-working had increased since the pandemic.
- Bus usage had increased although punctuality issues still existed on some key routes to the Airport. The Airport Company continued to raise these issues with National Express West Midlands and seek to increase some services; potentially part-funding a service during the early hours to enhance staff travel.

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM

- The Airport Company were also committed to producing a roadmap which would reduce the scope for emissions from cars, trains, buses and aircraft. Timescales and work-streams were yet to be published. This commitment also included the consideration of the future use of sustainable aviation fuels and its infrastructure.

Discussion Points

Chelmsley Wood Town Council (Cllr S MacDonald) – asked for further detail on the operational capacity and reliability of the new lifts being provided as part of the next generation security project. The Airport Company (Nick Barton) gave assurances regarding their capacity, safety and reliability. High-capacity lifts were a proven approach to aid passenger movements within the aviation industry.

Tile Cross Residents Neighbourhood Forum (Mr P Kelsey) – asked for further detail on emergency evacuation procedures once the new terminal lifts were in operation. The Airport Company (Nick Barton) gave assurances that, within the overall business, was a fire strategy which managed that risk.

Warwick District Council (Cllr K Aizlewood) – asked if the new (security) machines would be brought into use in a phased approach, once tested, if they were ready to do so. The Airport Company (Nick Barton) advised that their Operations Team were calling for them to be introduced as soon as possible to enable as much access as possible before the busy 2024 summer season began. No firm decision had been made at this point in the build programme.

Solihull Metropolitan Borough Council, Fordbridge Town Council and Kingshurst Parish Council (Cllr D Cole) – asked how overcrowding in the four new lifts would be safely managed. The Airport Company (Nick Barton) gave assurances that the new equipment had built-in safety features which would prohibit the lifts from moving if they were over-capacity.

Balsall Parish Council (Cllr K Tindall) – welcomed the optimism for the new future route development direct to the USA.

Chelmsley Wood Town Council (Cllr S MacDonald) – asked if cargo flights flew different arrival and departure routes to passenger aircraft. The Airport Company (Nick Barton) confirmed that all flights followed the same arrival and departure flight paths.

Hampton in Arden Parish Council (Cllr D Sandells) – asked if a cargo flight was deemed as a scheduled flight. The Airport Company (Nick Barton) stated that cargo flights were not “scheduled flights” although a daily/weekly structured routine may well develop when a carrier was responding to demand for cargo logistics etc. Cllr Sandells also asked how the Airport Company might implement the infrastructure for sustainable aviation fuel (SAF) and was advised of the likely approach that the Airport Company would take with several potential scenarios and timescales.

RESOLVED

That, the contents of the Airport Activities Report for the period July to September 2023, be received and noted.

10. SUSTAINABILITY REPORT (INCLUDING COMMUNITY NOISE REPORT)

The Airport Company (Tom Denton, Rosie Bishop and Jon Davies) presented the Sustainability Report for the period July to September 2023. The report set out updates on the following matters:

- Sustainability Update (including the Community Noise Report).
- Night Flying Policy.
- Engine Ground Running.

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM

- Wake Vortex Strikes.
- Air Quality.
- Waste (Recycled).
- Energy.

Health Forum

As part of this item, the Vice-Chairman and Passengers Representative (Mrs R Tyler) also gave a detailed update in respect of progress being made with the Health Forum which had met on the 5th December 2023, with the next meeting planned for early March 2024. Mrs Tyler appraised the Committee on the Forum's workstreams that were being undertaken which aligned with their agreed priorities.

The Chairman highlighted that future updates on this topic would be a separate agenda item going forwards now the work of that Forum had recommenced.

Noise Sub-Group

The Vice-Chairman and Passengers Representative (Mrs R Tyler) also updated the Committee on the work of the Noise Sub-Group. Further updates would be provided in due course as the policy review work progressed. The Airport Company (Tom Denton) reminded the Committee that the detail of work being undertaken at this stage (and the information divulged at the ACC) was confidential within the membership of the ACC for the time being, and until formal confirmation had been received from Solihull MBC as to the exact process to be followed for the policy review (expected January 2024). Early discussions between the Noise Sub-Group and the Airport Company had included initial aspirations for the new policy period. The Committee also received the Minutes of the 20th October 2023 meeting of the Noise Sub-Group. A further meeting had been held prior to the ACC meeting (on 7th December 2023).

Discussion Points

Balsall Parish Council (Cllr K Tindall) – asked if airline waste was included within the Airport Company's waste contract (and the waste initiatives as set out in the report). The Airport Company (Rosie George) confirmed that it was not. Airline waste was managed separately, and legislation was in place to support that. The Airport Company did, however, have an auditing and legal compliance role although this was separate to the waste contract itself. The Airport Company also worked closely with airline handling agents to encourage greater levels of recycling.

Warwick District Council (Cllr K Aizlewood) – noted the update on the work of the Health Forum, particularly the impact of improving transport links and asked if the Airport Company held data on how passengers travelled to the Airport, particularly the origins of car journeys. The Airport Company (Nikki Bains) confirmed that this data was available. Cllr Aizlewood also highlighted the provision of car parking associated with the HS2 station near to the Airport site and asked if that helped or conflicted with the objectives that had been outlined. The Airport Company (Nikki Bains) advised that the number of car parking spaces at that location had been reduced from 7500 down to circa 4000. That provision was seen as a potential direct competitor, although there were too many "unknowns" at this time to give an informed answer.

Berkswell Parish Council (Cllr R Lloyd) – highlighted that, at weekends, it was typical that trains to the Airport would have fewer passenger carriages than weekdays. Cllr Lloyd gave a recent example of a crowded Sunday train with four carriages (half the amount of a weekday train to the same destination). It was considered that this discouraged passengers from using the railway to and from the Airport. The Airport Company (Nikki Bains) and the Chairman noted the concerns raised.

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM

Catherine de Barnes Residents Association (Mr D Cuthbert) – highlighted section 3.3 of the report relating to engine ground running in the morning shoulder period and asked why no data had been recorded since mid-2019. The Airport Company (Rosie George) confirmed that no EGR's had taken place in the morning shoulder period since that time. The Vice-Chairman and Passengers Representative (Mrs R Tyler) suggested that it would be helpful if a “no events” footnote could be added to future reports and this was agreed.

RESOLVED

- (i) That, the contents of the Sustainability Report for the period July to September 2023, be received and noted;
- (ii) That, the future reporting of engine ground running in the morning shoulder period should include a “no events” footnote when appropriate; and
- (iii) That, future Health Forum updates be included as a separate agenda item going forwards.

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

Six pre-submitted questions were considered as follows, sponsored by Warwick District Council (Cllr K Aizlewood) on behalf of a local resident from the Warwick area:

“Q: The noise complaint form is confusing and difficult to find.”

“BAL suggests this is not the case. From the home page, one click takes a user to a tab labelled ‘Community & Environment’, another to one labelled ‘Aircraft Noise’ and just one more to the tab labelled ‘Make a Complaint’. BAL believes these labels are unambiguous and logical and that they guide complainants to the form in a quick and efficient manner. Once there BAL has tried to ensure the form is simple to use, requiring only the provision of basic personal information, a location and a self-identified cause of disturbance. There is ample space for free typing to enable a complainant to express any concern they may have. The use of a drop down to self-identify the cause of disturbance (eg low flying, off-track, helicopter) is designed to facilitate the gathering of accurate data on community concerns, rather than relying on BAL’s own interpretation of their concerns.”

“Q: The metrics that the airport assess using the noise complaints are very limited meaning that many are deemed 'invalid'. Furthermore, there is no assessment of the overall effect on the community which is critical when planning an expansion and choosing to expose 7,000 more people to a health risk.”

“BAL does not deem any complaints as ‘invalid’. All are recorded and included in publicly reported statistics. With reference to there being ‘no assessment of the overall effect on the community’, BAL notes that where any development requires it to submit a planning application or where changes to the use of airspace are proposed, then assessments of community impact are required and carried out as part of the process. BAL also produces independent noise contour assessments every two years and also every five years when it updates its Noise Action Plan. The production of Noise Contours is a recognised methodology for assessing the impact of aircraft noise on communities close to airports.”

“Q: The policy of allocating to members of the community to a group where the complaints are no longer reviewed or included on the overall statistics is flawed and I'm concerned it's discriminatory. There is no pathway to then have a complaint reviewed even if it is something the airport would consider 'valid' ie once you're in that group, regardless of any change in circumstances or how 'valid' any future complaint may be, they will all be deemed 'invalid'.”

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM

“Members will be aware that a small minority of complainants choose to submit very high numbers of what might be considered vexatious complaints and as agreed with the Committee, BAL will advise such complainants that while all complaints will continue to be recorded, it will no longer expend time and resource in investigating these complaints to the detriment of other complainants and other workstreams.”

“BAL is not clear as to the grounds on which the policy is discriminatory. It should be noted that the decision to no longer investigate a complainant’s concerns is not taken lightly and is arrived at only after a great deal of time and resource has been spent with a complainant in attempting to address those concerns. Members will also be aware that BAL will bring a case to the Committee for scrutiny prior to any such decision being confirmed.”

“While again stressing that it does not define any complaints as ‘invalid’, BAL agrees there is some validity to the view that its current process does not include any opportunity for review. It therefore intends to amend the current complaints policy with regard to those correspondents falling into this category to include an annual review of each case to assess whether any material changes in the interim warrant further investigation and correspondence.”

“Q: Please could the ACC ask the airport to commit to implementing fines for planes that deviate from noise preferential routes without a convincing safety concern? The current wording in the noise plan is vague, non-committal and is only being considered for ‘persistent’ offenders. There is currently an average of at least one plane going outside these routes every single day.”

“While of the view that standards of track-keeping at Birmingham are demonstrably good, (the Community Noise Report for the current quarter shows compliance in excess of 98%) BAL recognises the benefits of measures which may drive standards higher and will therefore investigate the introduction of penalties for individual excursions from Noise Preferential Routes, where the airline is unable to provide an acceptable justification under defined criteria.”

“Q: Please could the ACC ask the airport to pause the expansion until they have demonstrated it is still financially viable? The Master Plan is out of date by the airport’s own assessment (it was supposed to be updated in 2023). There is no assessment since the effects of COVID following which passenger numbers are still down and we have had the cancellation of HS2, which is heavily relied on in the plan. There are huge changes in travel trends as tourists seek more environmentally friendly options as demonstrated in this study <https://wtcc.org/news-article/wtcc-and-tripcom-group-global-traveller-report-reveals-shift-towards-sustainable-travel> Given such extraordinary changes in the past 5 years as well as the growing awareness of the health risks of noise and air pollution, as a member of the community, I am concerned that there is no up to date plan to assess if the expansion remains financially viable.”

“BAL’s Master Plan was published in 2018. At the time, the forecast showed the Airport growing to 18mppa by 2033 under a balanced growth scenario. Despite the impact of COVID19 on the aviation industry, the airport is still on track to grow to 18mppa by 2033. Planning permission to enable that growth to 18mppa is already in place. Any growth beyond that will require further planning permission which would likely involve public consultation where concerns such as those expressed here could be fully explored.”

“BAL is also on track to meet Government legislation and deliver new security facilities, which is the reason behind the current construction works. In terms of HS2, the Government is committed to delivering the London to Birmingham stretch and this includes an HS2 Automated People Mover serving the Airport by 2030/1.”

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM

“Q: I am also hoping to find out about how the committee is financed as the guidelines say this should be transparent but I'm really struggling to find any information on it.”

“All expenses concerning the Committee’s meetings, including the provision of a venue, refreshments, members car parking fees and Chairman’s expenses are covered by BAL. The Airport Company also supports the publication of meeting agendas and minutes on a dedicated page of its website. Secretariat services, including the recording of minutes and their dissemination along with background papers, are provided by Solihull Metropolitan Borough Council.” (This is in line with common practice at most ACCs and the Committee, in its response to the DfT Consultation on the subject, were happy that their independence was maintained and not impeded).

Discussion Points

Vice-Chairman and Passengers Representative (Mrs R Tyler) – highlighted that whilst the Airport Company facilitated and financed the ACC meetings (which may give the impression that the Committee was not independent), assurances were given that this was not the case in practice.

Warwick District Council (Cllr K Aizlewood) – confirmed for the avoidance of doubt that the questions put were that of a constituent who had raised those issues with the Airport Company. Cllr Aizlewood had agreed to sponsor those questions to enable them to be considered at this meeting. This was facilitated by the Airport Company and the Independent Chairman to ensure that due process was followed.

Balsall Parish Council (Cllr K Tindall) – highlighted that he had easily used the Airport’s complaints process and a full response had been received within a reasonable time. The Chairman also reaffirmed the means of making complaints about airport activities, initially through the Airport Company’s internal complaints process and, thereafter, via their representatives appointed to the ACC should an affected resident wish to take up that option.

Berkswell Parish Council (Cllr R Lloyd) – highlighted concerns about building new homes in areas affected by aircraft noise and asked if the ACC might wish to raise these concerns with the Government, i.e., the National Planning Policy Framework (NPPF) should provide greater clarity regarding discouragement to construct new homes under flight paths.

Solihull Metropolitan Borough Council (Officer) (Amanda Clover) – advised on her work within public protection and being invited to comment on planning applications as part of their pre-determination appraisal. This included screening for all transport sources and the need for a noise assessment to be submitted as part of the application to highlight potential noise impact and the mitigation measures required to bring those levels back to World Health Organisation Guideline standards.

RESOLVED

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

12. INFORMATION SHARING AND PERSONAL DATA – VERBAL REPORT

The Chairman advised that it had been intended that Members would be invited to consider how information was disseminated within the organisations they represented and to confirm their own preferences to ensure legal compliance with data protection legislation.

In light of the remaining time available at this meeting, it was suggested that a full discussion on this item be deferred until the next meeting and that he would be seeking to ensure that

BIRMINGHAM AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
7 DECEMBER 2023 AT 1.30 PM

the Committee continued to maintain an ever improving level of transparency and communications to and from its stakeholders going forward.

The Airport Company (Andy Holding) also advised Members that a consent form would be issued to them in the near future, for completion ahead of the next meeting.

RESOLVED

That, the agenda item be noted and the suggested course of action be endorsed.

13. ANY OTHER BUSINESS

The Chairman drew the Committee's attention to the fact that the Government had just launched a consultation on its proposals for reform to the airport slot allocation system in the UK. The consultation would close on 9 February 2024:

<https://www.gov.uk/government/consultations/airport-slot-allocation-system-reform>

The Airport Company (Tom Denton) confirmed that they would be replying to the consultation directly. In light of the timescales, the Chairman suggested that feedback on the Airport Company's response should be awaited, and the matter then delegated to the Steering Group to consider having had sight of the Airport Company's response. The Steering Group would then determine if an additional response from the Committee was needed.

RESOLVED

That, the agenda item be noted and the suggested course of action be endorsed.

14. DATES FOR FUTURE MEETINGS

The Airport Company highlighted the follow dates as the 2024 calendar of meetings. All meetings would take place within Diamond House and commence at 13.30hrs:

- Thursday 7 March 2024.
- Thursday 6 June 2024.
- Thursday 5 September 2024.
- Thursday 5 December 2024.

RESOLVED

That, the calendar of meetings for 2024 be agreed and noted.