

**ANNUAL REPORT OF THE SECTION 106 PLANNING AGREEMENT
BETWEEN BIRMINGHAM AIRPORT LIMITED AND
SOLIHULL METROPOLITAN BOROUGH COUNCIL**

This report has been written to give an update of the operations at Birmingham Airport Limited (BAL) in relation to the Section 106 Planning Agreement between Solihull Metropolitan Borough Council (SMBC) and the Airport Company, Birmingham Airport Limited (BAL).

The noise and track keeping system (ANOMS) used at BAL provides the latest technology for tracking aircraft and monitoring noise levels.

This report will also give an update on airport developments that have taken place at the Airport during 2021.

Covid continued to be a major factor all throughout 2021 with a third lockdown in March 2021 which severely curtailed air travel in and out of the UK. PCR testing was required for travellers entering the UK from certain destinations which further added to a decline of passengers. This affected all airports across the UK and not just Birmingham Airport

On-going monitoring has shown that the Airport Company continues to comply with its obligations in the Agreement.

Compiled by Beverley Hill, Solihull Metropolitan Borough Council

ACKNOWLEDGEMENTS

I would like to acknowledge the assistance provided by members of staff at BAL in compiling this report

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Glossary of Terms

Numbers in square brackets [] refer to references at the back of the report

Airport Company – Birmingham Airport Limited (BAL), operators of the aerodrome licence and legally bound by the Section 106 Agreement

ADM- Airport Duty Manager

AMO- Airport Monitoring Officer

airside - area of airport accessible only after proceeding through security checks, customs and passport control

annual limit - the yearly total of **ATMs** allowed during the night time period (2330 to 0600) (**exempt movements** are excluded)

ANOMS (Airport Noise & Operations Monitoring System) - aircraft noise and tracking monitoring system used by **Birmingham Airport**

apron - areas of airfield used for operations and for the temporary holding of stationary aircraft

ATF (Airport Transport Forum) - BAL led forum to aid the development of a sustainable transport strategy. Set up in accordance with the DEFRA white paper "Developing an integrated transport policy" [1]

ATM (Air Transport Movement) - a landing or take-off of an aircraft engaged in the transport of passengers, cargo or mail on commercial terms

AUN (Automatic Urban Network) - government approved air quality monitoring sites which form part of the National Air Quality Monitoring Network. Specific pollutants are monitored and the results are available on the government's web site [2]

ASAS-*Airport Surface Access Strategy*

AQMS-Air Quality Monitoring Station

BCC - Birmingham City Council

BAATL-Birmingham Airport Air Traffic Limited

BAL - Birmingham Airport Limited

BASAG-Birmingham Airport Surface Access Group

CAA- Civil Aviation Authority

CDA - Continuous Descent Approach

CSR- Corporate Social Responsibility

dB (decibel) - measure of sound that uses a logarithmic scale from 0 (threshold of hearing) to 140 (threshold of pain)

dB(A) (A-weighted decibel) - refinement of the decibel rating that matches more closely the way the human ear responds to different noise levels

DEFRA - Department for Environment and Rural Affairs

DfT - Department for Transport

EA - Environment Agency

EPAQS - Expert Panel on Air Quality Standards which reports to *Defra* and advises on health based targets for air pollutants

EPNdB (Effective Perceived Noise Decibel) - Allows not only for human sensitivity to different sound frequencies, but also takes account of the “perceived noisiness” of whistles, whines, etc. and the duration of a complete aircraft flyover.

exempt movements - *ATMs* may be exempt from night flying restrictions due to the following circumstances:

- aircraft diversions that have been brought about by changes in weather conditions at the original destination airport or an in-flight emergency
- aircraft on medical evacuation or mercy flights where there is danger to life or health, human or animal
- any take-off or landing in an emergency consistent with preventing danger to life or health
- delays to aircraft resulting from widespread and prolonged disruption to air traffic
- delays to aircraft that are likely to lead to serious congestion at the Airport or suffering to passengers or animals

FEGP-Fixed Electrical Ground Power

full aircraft engine ground running - engine running on the ground at 80 - 100% of engine power.

HS2 *High Speed Rail*

IATA - International Air Transport Association

LA_{eq} - measure which averages out noise levels that fluctuate over a given time period, it is the average sound intensity expressed in **decibels**

LAeq(16 hour) - average sound intensity over a specified time period, e.g. daytime

landside -area of airport accessible to all visitors i.e. accessible before proceeding through security checks, customs and passport control

modal share -proportion of journeys to the airport by a particular type of transport (car, bus, train etc.) and by category of user (passenger, employee etc.)

morning shoulder period - 0600 to 0700 hours (0600 - 0800 on Sundays)

Multi-modal interchange - purpose-built area designed to allow easy exchange for passengers between different modes of transport e.g. bus, train, car

NADP Noise abatement departure procedure

NATS- National Air Traffic Services

NAQS (National Air Quality Strategy) - Government initiative aimed at controlling air pollution.

NEC - National Exhibition Centre, Birmingham

night period - for the purposes of the night flying policy, 2330 to 0600

NFP-Night Flying Policy

NMT -noise monitoring terminal. BAL has 7 fixed NMTs located in the local community and on the airfield.

noise contour - line on map connecting points where the same level of noise would be expected. The 63dBA_{eq} contour has been used to decide which properties are eligible for inclusion in the Sound Insulation Scheme.

NPR (Noise Preferential Route) - NPRs cover the first 3000 or 4000 feet altitude of the *Standard Instrument Departure (SID)* routes (note: this applies only to Departing flights)

NSSCN- North Solihull Strategic Cycle Network

passenger transport modal share - the proportion of journeys to the Airport by public transport (bus, coach, rail)

quota - the yearly limit on the total of ***quota counts*** for all ***ATMs*** at the Airport in the ***night period***

quota count - the amount of the **quota** assigned to one take-off or landing by an aircraft, as detailed in the noise classification for that aircraft type (see table 8)

RNAV- a satellite based navigation system

SAG- Birmingham Airport Surface Access Group

S106 - A legally enforceable contract between SMBC and BAL [4]. The term Section 106 refers to a section of the Town and Country Planning Act 1990 [5]

SID (Standard Instrument Departure) - standard instructions that aircraft pilots are required to observe on take-off over a particular en-route navigational beacon, produced by the CAA and published in UK AIP

SIS – Sound Insulation Scheme

SMBC - Solihull Metropolitan Borough Council

SSSI - Site of Special Scientific Interest

start of roll - position of an aircraft just before its take-off run begins

TfWM- Transport for West Midlands

INTRODUCTION

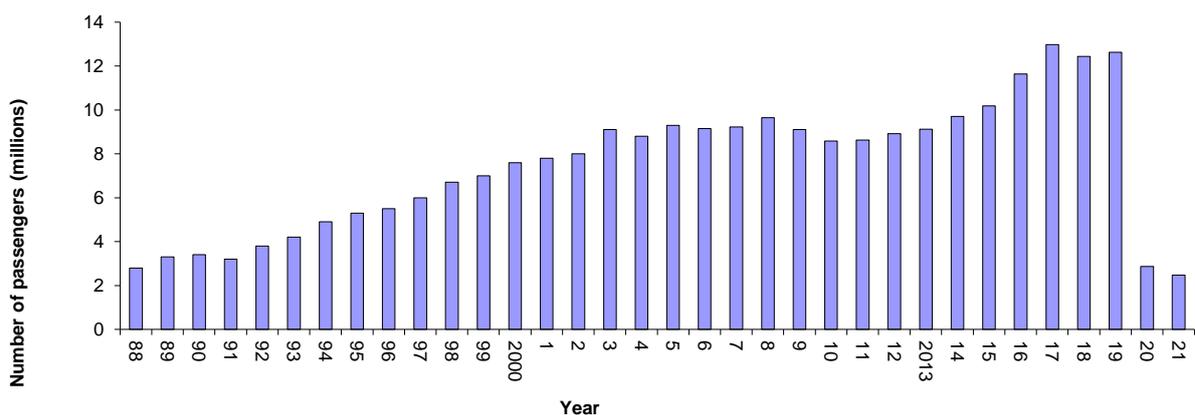
This document is laid out under the schedule headings as found in the Section 106 Agreement.

As far as practicable, the reporting period for this document has been aligned to the calendar year, with the report covering events in 2021 to enable comparison of environmental performance year on year.

The outbreak of Covid had an immediate impact on all air travel as severe travel restrictions were in place during 2020 . As the second year of Covid continued the aviation industry as a whole across the UK was slow to recover as a result of the various travel restrictions that have been in place throughout 2021 and a third national lockdown.

Testing and quarantine requirements changed throughout the year with mandatory hotel quarantine bought in to those arriving from the UK red list of countries and saw a decline in passenger numbers which is reflected throughout this report

Figure 1. Passenger numbers at Birmingham Airport 1986-2021



AIRPORT MONITORING

All aspects of the Section 106 Agreement are audited by SMBC and officers from SMBC attend consultation meetings and liaises with Birmingham Airport regarding the Community Trust Fund and carries out other work as and when required.

SMBC acts as a point of contact for airport complaints, which are investigated in the context of the Section 106 Agreement. If the subject of the complaint is found to be within the restrictions applied to airport operations by the S106 Agreement, no further action is taken and the complainant is informed of the situation. However if the subject of the complaint is found to breach any of the Section 106 Agreement Schedules, the matter is taken up with the Airport Company.

In the first instance any environmental complaint relating to the Airport Company should be directed to the Sustainability Team at the Airport who can be contacted in the following ways:

- By calling the Environmental Helpline on 0121 767 7433.
- By visiting the noise section of Birmingham Airport website www.birminghamairport.co.uk or by using this direct link, www.birminghamairport.co.uk/community-complaint
- By writing to Sustainability Team, Diamond House, Birmingham Airport, B26 3QJ

In the event of continued dissatisfaction, then SMBC should be contacted. For more information about the Section 106 Planning Agreement, general enquiries, or further help regarding a complaint, please contact SMBC on 0121 704 8000 or email: planning@solihull.gov.uk

1. DECISION NOTICE

Schedule one of the Section 106 Agreement details the airport development and the conditions attached to the permission when it was granted by Solihull MBC.

The decision notice sets out the proposal for the runway extension and associated infrastructure and gives the conditions relating to the granting of the decision.

It is divided into 16 Schedules which set out the Obligations agreed between Solihull MBC and Birmingham Airport and which this report is based on.

2. LAND USE AND PLANNING

Car Park 6 continues to be leased to HMRC as one of its inland border points to relieve pressure at Dover post Brexit. This will continue until the end of 2022 when the land will revert back to its normal use.

The Grade 2 listed building at Castle Hills Farm which was partially destroyed by fire now been de-listed due to structural and other damage and the remains are to be cleared. This has been done in conjunction with Historic England and Solihull MBC.

3. SURFACE TRANSPORT

Airport Surface Access Strategy (ASAS)

The Airport Surface Strategy, together with the Master Plan and the Staff Travel Plan sets out a framework for the development of the surface access for the Airport and looks at all forms of transport used by both visitors to Birmingham Airport and staff with an emphasis on sustainable transport.

Birmingham Airport aims to be the most accessible airport in the UK by providing multi modal transport options. It sits in the centre of the UK's road and rail network and the Airport works with key stakeholders for improvements to be made to public transport links and road connectivity. These stakeholders include passengers, local businesses, infrastructure providers and Highways England.

The Master Plan and the Surface Access Strategy (2018-2023) are available on the Birmingham Airport web site.

Works to M42

Works on the re designing of junction 6 on the M42 has been progressing with an end date of 2024-2025. A new junction will be created which will enable the motorway to cope with predicted future travel increase and ease the pressure on this busy interchange.

National Highways held a series of public information events in 2021 to enable local residents to gain updates about how the scheme is progressing and to answer any questions.

For a detailed account of all the proposed changes please refer to the following documentation :

[Planning Inspectorate Notification of Decision Letter](#)

[Secretary of State Decision Letter](#)

[Development Consent Order as made by the Secretary of State](#)

[Examining Authority's Recommendation Report](#)

[Post-Examination Submissions](#)

Surface Access Group

Schedule 3 conditions of the Section 106 require an Employers Transport Forum and a Staff Travel Plan Monitoring Group to be set up and to this end a group was formed- the Birmingham Airport Surface Access Group (SAG).

Activities of the group are reported to the Airport Consultative Committee in addition to Solihull MBC.

The main objectives of the group are as follows:

- To implement the Airport's Surface Access Strategy and Staff Travel Plan;
- To propose and evaluate initiatives to ensure that passengers, visitors and staff can gain access to the Airport site safely, efficiently and sustainably;
- To improve and encourage increased use of sustainable travel options thereby reducing dependence on private vehicles, especially single occupancy journeys;
- To encourage on-site staff within their own organisations to use sustainable modes of transport and to evaluate and quantify their results;
- Help achieve compliance with Section 106 requirements, including modal split targets and
- Propose projects requiring funding from car park levy (This is detailed below).

Rail and Bus travel

Birmingham Airport is directly connected to over 100 towns and cities via Birmingham International Station and the free 'Air-Rail Link' system continues to provide direct connection between Birmingham International Station and the terminal building.

HS2 (High Speed 2)

Early ground works have now commenced. The haulage road has been created and is in use and main works compounds are being set up.

An interchange station will be created linking HS2 and the Airport by an Automated People Mover which will significantly improve surface access to the Airport. Whilst works are well underway at the Interchange site, works on the actual station/APM have not yet commenced.

The Urban Growth Company (UGC) and HS2 are working together to design and build additional elements at the Interchange Station Site which will support wider growth plans at the UK Central Hub.

The Urban Growth Company is mainly funded from the West Midlands Combined Authority (WMCA) and aims to oversee investment into the UK Central Hub to help realise the economic impact of the HS2 interchange site. Its role is to promote and develop major infrastructure in the designated area.

A UK Central Hub Growth and Infrastructure Plan has been developed which covers the period up to 2033 and identifies key benefits across the UK Central Hub. This is made up of 5 major sites- Birmingham Airport, NEC, Jaguar Land Rover, Birmingham Business Park, and the site surrounding the planned HS2 interchange stations. Further details on the UGC can be found on its website <https://www.ugcsolihull.uk>

Further information regarding HS2 is available at <https://www.gov.uk/government/organisations/high-speed-two-limited>.

The West Coast Main line serves Birmingham, London Euston, West Midlands, North Wales, Manchester, Liverpool, Edinburgh and Glasgow with other main destinations between these. The new West Coast Partnership rail franchise will combine the existing InterCity West Coast services with the development and introduction of services on the new high speed network, (HS2) as soon as it is up and running.

Bus/Coach Travel

Birmingham Airport continues to work closely with Transport for West Midlands (TfWM) and to help improve the routes and times of local buses to the Airport including a new Sprint service.

Sprint is a Bus Rapid Transit (BRT) service that provides high frequency service and runs on the road with dedicated bus lanes through areas of high congestion. There are 7 routes planned for the West Midlands with 3 being accelerated so they will be ready for the Birmingham Commonwealth games in 2022 and will form part of a long term strategy for public transport in the West Midlands. The buses will all be zero emission vehicles.

Further information on the Sprint can be found at the following link <https://www.tfwm.org.uk/development/sprint/>

National Express coaches also serve the Airport and stop outside the terminal building to enable potential customers not from the immediate vicinity a seamless route to the Airport.

Staff Travel Plan

The Airport Staff Travel Plan aims to reduce the volume of car traffic generated by the Airport and meet the targets set out in the Airport Surface Access Strategy. The plan also aims to further promote the use of public transport and sustainable transport by those who work at the Airport.

There are over 140 organisations operating on site and work is on-going to engage with these companies to develop their own travel plans.

A lift share scheme has been set up in conjunction with NEC, Resorts World and Birmingham Business Park to encourage more sustainable travel options and to reduce single occupancy journeys.

Condition 1 of Schedule 3 states:

*“The Airport Company shall use **all reasonable endeavours** to achieve a Public Transport Modal Share for passengers and employees respectively of 25% by 31st December 2012, of 31% by 31st December 2022 or 20.9 million passengers per annum whichever event occurs later and of 37% by 31st December 2030 or 27.2 million passengers per annum whichever event occurs later”* This remains unchanged from the previous Section 106 Agreement and these figures are reported to Solihull MBC.

Modal Share

Condition 2 states that the Airport Company shall continue to monitor the number of trips for passengers and employees and the number of vehicle trips per passenger and supply details to Solihull MBC but 2021 has again been far from a normal year for both passengers and vehicles.

The Section 106 sets separate Public Transport Modal Share targets for passengers and employees. The Public Transport Mode Share now includes all modes other than private car and taxi.

The Public Transport Mode Share for passengers now includes those people arriving at the Airport on buses from off-site car parks and those passengers arriving on courtesy buses from hotels. Birmingham Airport has the highest public transport share of all regional airports in England.

Due to Covid the modal share for has not been updated but the surface access strategy is in the process of being refreshed and this will be updated next year.

Table 1 Passenger Mode Shares and Targets

Mode	2010	2018 %	2023 target %
Car	60.6	48.7	47.5
Walk	n/a	0.6	0.6
Taxi	21.0	30.2	19.0
Train	14.8	17.9	25.5
Bus/Coach	2.8	2.6	4.5
Other *	0.8		2.9

*Includes park and ride, Air Rail link and other

Table 2 Employee Mode Shares

Mode	2010	2019 %	2023 Target %
Car	76.1	63.42***	57.0
Train	6.7	12.39	13.0
Cycle	1.6	1.57	3.0
Bus/Coach	11.4	12.98	19.0
Car Share	n/a	7.18	7.0
Walk	2.0	0.49	0.5
Other**	2.2	2.06	0.5

** Includes park and ride, Metro and taxi

*** This figure is now for single car occupancy only

Surveys

Information on modal shares for customers is obtained through a series of surveys carried out at the Airport over the year. This is done by the Civil Aviation Authority and the reports can be viewed on their website.

For employees, data is collected through the Annual Employment Survey and via individual organisations who are engaged with the Airport Staff Travel Plan.

Due to Covid travel restrictions and severely reduced number of staff and passengers no surveys were completed in 2021 but will restart as soon as travel restrictions are lifted and the airport returns to more normal passenger traffic.

Car Parking

Improvements are being made to car parks which will improve capacity and help the flow of traffic across the airport. New signage has also improved traffic flow across the site.

Condition 20 of Schedule 3 states that the Airport Company shall provide future passenger and visitor car parking at a rate less than the proportional increase in passenger throughput so as to achieve a reduction in the ratio of car parking provision to total annual throughput.

Condition 21 states that the Airport Company ‘shall provide future staff car parking at a rate less than the proportional increase in employment so as to achieve a reduction in the ratio of staff car parking provision to number of staff employed’.

Users of the Airport are encouraged to use public transport when accessing the Airport site. Off-site parking is specifically excluded from the Section 106 Planning Agreement. Table 3 shows how passenger parking provision has changed relative to passenger numbers over the period and will be updated when more up to date figures are available.

Airport car parks have been upgraded with new barrier technology and work is on-going for the general maintenance in car park 1.

Table 3. Parking provision to passenger numbers 1995-2019

Year	Parking Spaces	Passenger Numbers (m)
1995	7010	5.33
1998	8195	6.70
2000	8195	7.60
2001	10603	7.80
2002	10626	8.00
2003	11060	9.10
2004	11855	8.80

2005	11855	9.40
2006	11480	9.15
2007	11586	9.23
2008	11124	9.63
2009	12816	9.11
2012	12697	8.9
2013	12062	9.1
2014	13381	9.7
2015	13381	10.19
2016	13255	11.63
2017	15057	12.98
2018	15057	12.44
2019	15057	12.6

Car Park Levy

The Schedule also contains conditions relating to establishing a car park levy. The levy is based on the number of vehicles using the car parks over a 12 month period. The Airport Company will pay an amount of money based on the number of cars using the car parks and also on staff car parking.

The Surface Access Group agreed that the funding from the Car Park Levy will be spent on all forms of sustainable transport as described by the National Policy Framework. This will encourage walking, cycling, car share and the use of electric vehicles along with public transport and will also be available for sustainable transport initiatives, infrastructure projects and other activities which contribute to the increase in the Public Transport Modal Share targets.

The rolling car park levy balance for 2020/21 is £485,332 which includes the balance from the previous year, less money spent on allocated projects totalling £18,836. The projects included money spent on traffic management in connection with public transport and the upkeep of the public transport information screens.

Sustainable Transport Information

Birmingham Airport launched its all electric bus service in 2019 which serves all airport car park routes, This forms part of the Airports commitment to become net zero by 2033.

Passengers, staff and service providers are encouraged to use low emission vehicles or electric vehicles where possible and the Airport is looking at the

feasibility of installing more electric vehicle charging points for staff and customers.

To encourage walking to the Airport talks are on-going to improve pedestrian routes and to integrate them into local routes which serve the nearby communities.

The 'Cycle to Work Scheme' is promoted to employees and cycle lockers, showering facilities and staff lockers have been installed to encourage continuing use.

The Airport is looking at using procurement specifications for service providers to ensure that low emission vehicles are used. This may include taxis, car park buses and delivery vehicles.

Detailed information for passengers and staff on the availability of public transport options is available within accessible/visible points within the Airport.

4. NOISE CONTROL

Noise Action Plan

Birmingham Airport reviews its Noise Action Plan every five years and the latest revision was formally adopted in February 2019.

The Noise Action Plan covers noise from arriving and departing aircraft and noise from ground operations such as engine ground running.

Noise from airport ground operations do not have to be included in Noise Action Plans but Birmingham Airport includes ground noise as they are aware that this remains a sensitive issue for those communities close to the Airport.

The conditions within the Section 106 agreement mean that there is already a robust noise management programme in place and the updated version incorporates new actions for the period it covers (2019-2023) some of which have already been actioned:

- To prohibit aircraft with a Quota Count of more than 1 to take off or land during the night time period.
- To introduce a more stringent night time noise limit of 83 db(A). This has now been actioned and the limit is in force.
- To increase the continuous descent approach to 96%
- To investigate the possibility of a 3.2° glide slope to runway 33.
- To assess the noise impact of using noise departure procedures NADP1 and NADP2. (This is discussed later.)
- To investigate the feasibility of further reducing the night time noise limit to 81 dB(A)

The main aims of the Noise Action Plan have not changed and Birmingham Airport will continue to measure aircraft noise to understand the impact on local communities and identify areas that can be improved. The plan contains a comprehensive noise management system is in operation and is closely monitored and reported to Solihull MBC.

Birmingham Airport will continue to engage with its neighbours and stakeholders to better understand noise issues and how airport activities may have an impact on neighbours.

Noise Mitigation Measures

There are a number of mitigation measures in place to ensure that aircraft both on the ground and in the air operate in the quietest manner possible. Some of the Obligations under Schedule 4 of the Section 106 Planning Agreement are as follows:

- A Sound Insulation Scheme that is to be paid for and organised by the Airport Company for the benefit of residents within the 63 dBA noise contour. Birmingham Airport will make a budget of £200,000 available annually to the Scheme for the purpose of insulating eligible properties.
- The Airport Company shall maintain the use of the noise and track keeping equipment and provide the agreed data to Solihull MBC.
- To record noise and track keeping complaints and report these to Solihull MBC.
- To set a daytime noise limit of 90 dB(A) for departures

Each of these obligations is explained in more detail below.

Sound Insulation Scheme

Birmingham Airport has operated a Sound Insulation Scheme since 1978. The scheme provides sound-proof glazing to domestic properties in the areas most affected by aircraft noise. The scheme is open to over 7,600 properties in areas around the airport and over 90% of these properties have already benefited from the scheme with the installation of double glazing to reduce the impact of aircraft noise in their homes.

To be eligible for the scheme the property needs to be within the 63 dBA noise contour. These contours are produced by the Civil Aviation Authority (CAA) using aircraft tracks and traffic movement data for Birmingham Airport and the scheme itself is administered by the Airport's Sustainability Team. A map of the contours can be found in the appendices of this document and full details of the Scheme are available on the Birmingham Airport website. A review of the noise contours is undertaken every two years.

The second phase of the Sound Insulation Scheme provided repeat grants to properties closest to the airport. These grants of up to £3000 are used as a one off opportunity for householders to improve the noise climate in their homes by installing High Specification Double Glazing. This special glazing helps to reduce the noise levels within the property and has a 'C' energy efficiency rating which helps to contain and conserve heat within the property

The Airport has invested over £2.9 million to insulate properties with high specification double glazing, secondary glazing and loft insulation and are now embarking on a 3 year programme to offer the scheme to householders who had previously declined the offer.

School Improvement Programme

As part of the Section 106 agreement the Airport Company invest £50,000 per annum into a school improvement programme.

Due to Covid restrictions no school work was undertaken in 2021.

Noise and Track Keeping System

Birmingham Airport uses a sophisticated noise monitoring system called ANOMS–Airport Noise and Operations Monitoring System. This integrates secondary radar data with noise data captured at 6 permanent noise monitors in the local community. There are 3 in the North of the Borough (Buckland's End, Shard End and Stechford) and three in the South of the Borough (Hampton in Arden, Catherine-de-Barnes and Eastcote) and one noise monitor on the airfield itself.

All complaints to Birmingham Airport are responded to within 5 working days and statistics regarding complaints are reported to Solihull MBC.

ANOMS allows its users to view all information relating to complaints including flights, noise and the location of complaints. Actual flight tracks can be viewed in 2D and 3D tracking and the height of the aircraft can be determined and the tracking of aircraft can then be printed out if required.

Engine Ground Running

Full Power Engine Ground Running

Engine ground running is an essential safety aspect of aircraft maintenance. However Birmingham Airport is aware that it has a noise impact on local communities and as such engine ground noise generates specific complaints.

Full power engine ground runs are only permitted after an application form has been sent to and approved by the Airport Control Centre (ACC). The number of full power engine ground runs that are approved are reported to SMBC and other interested parties in the Sustainability report. These are also audited by the Airport Monitoring Officer.

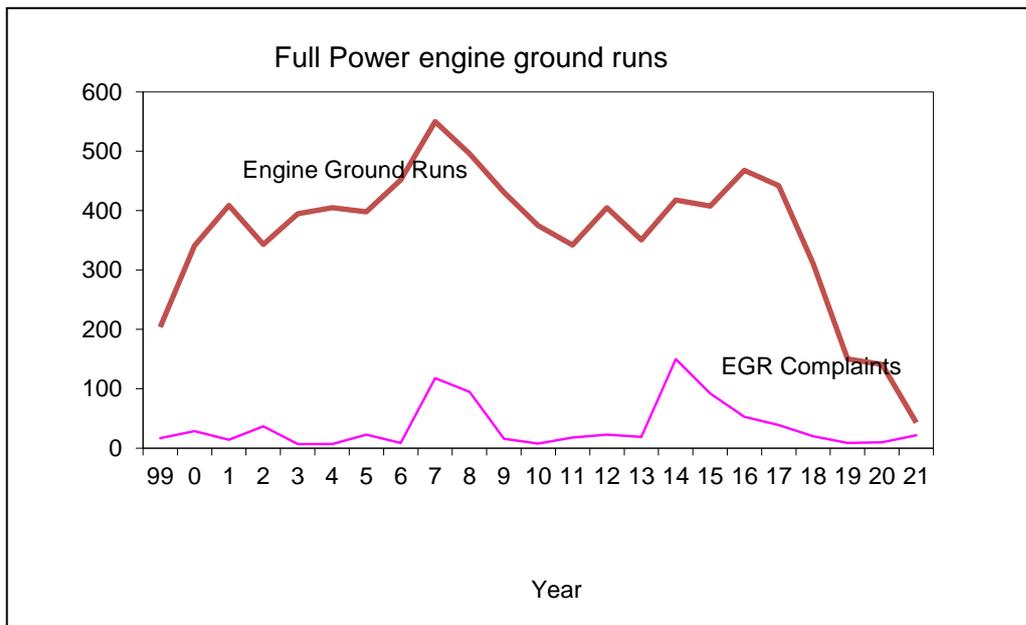
Full power engine ground runs are currently only permitted at specific locations and are not allowed during the night time period.

Engine ground running in the morning shoulder period

All full power and idle engine ground runs occurring in the morning shoulder period are monitored by the Airport's Sustainability Team

A review of engine ground running was undertaken in 2009. A noise limit was set in 2000 following a noise monitoring exercise in conjunction with external consultants. A quarterly noise level limit was set at 79dB calculated to a 1 hour period and since this was introduced has not been exceeded and the operation rarely creates specific complaints.

Figure 2. Full Power Engine Ground Runs



Daytime Noise limit

Birmingham Airport has a daytime noise limit of 90 dB(A). This applies to **departing** aircraft only as measured at noise monitoring terminal (NMT) 1 or 2 which are located 6.5 km from the ‘start of roll’ (where an aircraft applies full thrust for the first time as it starts its take-off). NMT 1 is located at Bucklands End, Hodge Hill and NMT 2 is at Eastcote Lane, Barston. For these purposes daytime is 0600 to 2330 hours.

Noise contours

Noise contours are a measure of noise represented on the ground as a line represented by differing noise level bandings and these are used to determine local noise impacts.

L_{den} noise contours

Under the Environmental Noise (England) Regulations 2006, Birmingham Airport is required to produce strategic noise maps every 5 years. This was last done in 2016 using the traffic movement data for that year to create the L_{den} noise contours which informed the current action plan.

In order to comply with the legislation this was due to be renewed in 2021. However the traffic movements in 2021 did not reflect true numbers due to reduced traffic and BAL raised concerns with Defra regarding this.

In order to comply with the legislation BAL will produce strategic noise maps for 2021 and 2019 (pre Covid year) to be presented as part of the next round of the noise action planning (2024 -2028) with the 2019 data to be used to provide a more representative comparison to the 2016 data.

Continuous Descent Approach

The Section 106 Agreement requires the Airport to have a Continuous Descent Approach (CDA) Policy and this is discussed further in Schedule 8 of this report.

Reduced Engine Taxi

Birmingham has included the provision for reduced engine taxiing in the UK Air Pilot entry for the Airport, and was the first UK airport to do so. This leads to a reduction in ground noise and also reduces emissions and lowers the fuel consumption of the aircraft.

95% of fuel used by aircraft is in the air, the remainder being used when taxiing to and from the runway and by reducing the number of engines used to taxi and push the aircraft forward both fuel use and emissions are reduced.

Noise concerns

Table 4 shows the number of noise concerns received by the Airport Company's Sustainability Team since the Section 106 Planning Agreement came into force in 1996. The Airport Company is required to keep a record of all noise-related complaints and provide written details to SMBC annually. The Airport Company goes beyond this obligation and records all complaints by type and number.

Table 4. Noise concerns at Birmingham Airport

Year	General Noise	Night	Ground Noise
1996	222	40	Not recorded separately
1997	256	75	Not recorded separately
1998	163	65	Not recorded separately
1999	179	87	22
2000	225	91	30
2001	145	74	14
2002	227	114	36
2003	280	162	7
2004	209	263	7
2005	232	100	23
2006	419	157	9
2007	978	80	118
2008	374	51	95
2009	223	73	16
2010	127	38	8
2011	150	41	18
2012	284	28	23
2013	224	24	19
2014	526	143	150
2015	1041	108	92
2016	605	8*	53
2017	704	0	39
2018	417	0	20
2019	871	0	9
2020	436	0	10
2021	140	0	22

- Since February 2016 complaints regarding night noise are now included in general complaints

The Airport Company's Sustainability Team produces an Annual Complaints Report, which seeks, as far as possible, to identify trends. Complaints are also reported to Solihull MBC.

Community Benefits

The Airport Community Trust Fund is a combination of investment made by the Airport company and fines raised from noise violations to give support to projects for local communities affected by the Airport.

Since the Fund started nearly £1.8m has been invested in over 800 local projects.

The money is invested in a range of local projects which benefit communities. More details on the Community Trust Fund are shown in Schedule 9.

5. NIGHT FLYING

BAL is bound by the S106 to "*have and maintain a Night Flying Policy which restricts the use of the airport by aircraft taking off or landing during the Night Period and the Shoulder Periods*".

The Night Flying Schedule, which has driven the creation of the Night Flying Policy (NFP), is a complex multi-clause part of the contract between Solihull MBC and the Airport Company but the main points can be summarised as follows.

- The NFP shall be reviewed every three years.
- The NFP shall incorporate a quota system and an annual limit
- All ATMs will be subject to a quota count. The exception to this are exempt movements and aircraft which perform below 74 db(A) as measured by ANOMS at monitoring points 1, 2, 3, 4, 5 and 6
- The airport Company will impose surcharges on aircraft breaching an agreed noise level on departure. An aircraft will be considered to be violating the level if it records above the limit of during the Night Period at noise monitoring terminals 1 and 2.
- No aircraft with a quota count of 2 or more will be scheduled to take off or land in the night time period.

NIGHT FLYING POLICY

Consultation on Night flying

The Department of Transport has launched a consultation into night flying policies initially for London airports which ended in March 2021.

The second part of the consultation will focus on the options of night flying policies beyond 2024 at designated airports and nationally. This stage ran until May 2021.

Details of the consultation and the outcome can be found on the Gov.Uk website at the following address

<https://www.gov.uk/government/consultations/night-flight-restrictions-at-heathrow-gatwick-and-stansted-airports-between-2022-and-2024-plus-future-night-flight-policy/night-flight-restrictions>

Night Flying Policy

The current night flying policy was due for a revision in 2021. The last review of the NFP was a very comprehensive appraisal and looked at every aspect of night flying and its restrictions. The current policy contains restrictions which make it one of the most demanding night flying policies at UK airports and tries to balance this against a competitive market growth.

A group undertook an early review of the NFP and early in 2021 came back with the decision to continue the current policy for a further 3 years. Faced with travel restrictions due to Covid and the uncertainty of a national review of night flying policies across the UK it was agreed to keep the current policy until 2024 with some trigger points for review. It will be reviewed by the Airport Consultative Committee on a regular basis

The trigger points for discussion will include:

- Significant increase in community concerns
- Outcome of the National NFP review
- Commercial challenges
- Review of Departure cap

The current Night Flying Policy will remain until October 2024 and contains these conditions:

- Night Annual Limit for ATMs will remain at 5% of total ATMs, based on the maximum Annual Limit for ATMs over the previous financial year.
- Annual Noise Quota Count Limit of 4,000 (2330 to 0600).
- Aircraft with a Quota Count greater than 1 are prohibited to operate during the Night Period (2330 to 0600); This removes the use of specific aircraft that have louder noise characteristics.
- The Night Noise Violation Level, where departing aircraft registering 83 dB(A), or more, are fined a full runway charge (2330 - 0600);
- Taxiway Tango/Lima is not used between the hours 2300 and 0600 as a taxiway except in exceptional circumstances.
- No more than 877 aircraft can be scheduled to depart between 2300 and 0500 per annum.

Quota Usage

The Quota Count Limit is based on measurements of the perceived noisiness of aircraft which takes into account the type of noise (tonality) made by the aircraft in question, i.e. propeller noise, a low drone, high-pitched whistle or roaring sound or a combination of all of them.

Aircraft noisiness is measured in EPNdB (effective perceived noise in decibels). EPNdB values are clustered together into groups of 3 decibel increases for the purposes of producing a simple quota count. A rise of 3 EPNdB equates to a two-fold increase in noise energy and so the quota count doubles with increasing noisiness of the aircraft.

The Quota Count system gives each aircraft a rating from 0 through to 16 which is the noisiest aircraft. If an aircraft has a QC of 0 it is not counted towards the night movement limit.

A category of QC 0.125 is now in place for aircraft from 81 to 83.9 EPNdb and applies to all airports.

Table 5. Noise classification and aircraft quota count

Noise Classification	Quota Count
Below 81 EPNdB	0
81 - 83.9 EPNdB	0.125
84 – 86.9 EPNdB	0.25
87 – 89.9 EPNdB	0.5
90 – 92.9 EPNdB	1
93 – 95.9 EPNdB	2
96 – 98.9 EPNdB	4
99 – 101.9 EPNdB	8
Greater than 101.9 EPNdB	16

Ref: NATS/CAA Supplements to the United Kingdom AIP SUP: 040/2012 [6]

Table 6 gives a breakdown of the quota usage for the Night Flying Policy year (October – October). There is also provision in the Night Flying Policy that the quota can be reclaimed for aircraft registering less than 74dB(A) at the Noise Monitoring Terminals.

Table 6 Quota utilisation 1997-2021

Year	Season	Night ATM Limit	Unused ATMs %	Night Quota Count	Unused Quota Count %
1997-98	Total	4200	27	5500	No data
1998-99	Total	4200	14	5500	64
1999-00	Summer	4180	31	4000	
	Winter	1320	50		
	Total	5500	34		53
2000-01	Summer	4484	36	4000	
	Winter	1416	62		
	Total	5900	42		54
2001-02	Summer	4727	41	4000	
	Winter	1493	61		
	Total	6220	42		54
2002-03	Summer	1427	38	4000	
	Winter	4519	22		
	Total	5946	26		45
2003-04	Summer	4574	28	4000	
	Winter	1444	20		
	Total	6018	26		46
2004-05	Summer	4435	23	4000	
	Winter	1401	62		
	Total	5836	32		51
2005-06	Summer	4102	20	4000	
	Winter	1295	20		
	Total	5397	20		54
2006-07	Summer	4319	22	4000	
	Winter	1364	34		
	Total	5683	25		50
2007-08	Summer	4128	14	4000	
	Winter	1303	27		
	Total	5431	18		57
2008-09	Summer	3969	24	4000	
	Winter	1253	31		

	Total	5222	26		50
2009-10	Summer	3884	5	4000	
	Winter	1227	0.7		57
	Total	5111	4		
2010-11	Summer	4319	12	4000	
	Winter	1364	14		
	Total	5683	13		61
2011-12	Total	5683	42	4000	63
2012-13	Total	5431	40	4000	67
2013-14	Total	5222	42	4000	65
2014-15	Total	5111	40	4000	62
2015-16	Total	5111	39	4000	66
2016-17	Total	4817	10	4000	16
2017-18	Total	5350	23	4000	58
2018-19	Total	5505	8	4000	48
2019-20	Total	5505	69	4000	13
2020-21	Total	5505	64	4000	14.06

A condition contained within the last revision of the Night Flying Policy is a limit set on the number of aircraft that can be scheduled to depart between 2300 and 0500. This figure is currently 877 per annum. Table 7 shows the usage against the cap.

Table 7-usage against departure cap of 877 (23:30-05:00)

Year (Nov-Oct)	Usage
18/19	662
19/20	605
20/21	665

Number of Violations

Aircraft exceeding the night noise limit will be subject to a surcharge, currently a full runway charge unless exempt for a specified reason. The limit is for departures that exceed 83 dB(A).

The Section 106 Planning Agreement was implemented in 1996 and since this time night noise infringements have decreased consistently. The number of night flights has remained relatively stable and the phasing out of noisier aircraft

and the night flying policy surcharge have brought about a reduction in excessively noisy night flights.

During 2020-21 there were 3 violations of the Night Flying Policy.

Table 8 Night Flying Policy violations 20/21 (Nov 20 to Oct 21)

Date/Time	Flight No	Runway	Aircraft Type	Max Level dB(A)
20/11/20	VKA 152	15	AN26	84.1
27/11/20	VKA164	15	AN26	83.8
30/12/20	VKA171	15	AN26	85.6

The table below details the night noise violations at Birmingham Airport since 1996 with an additional year 1990/91 included for comparison.

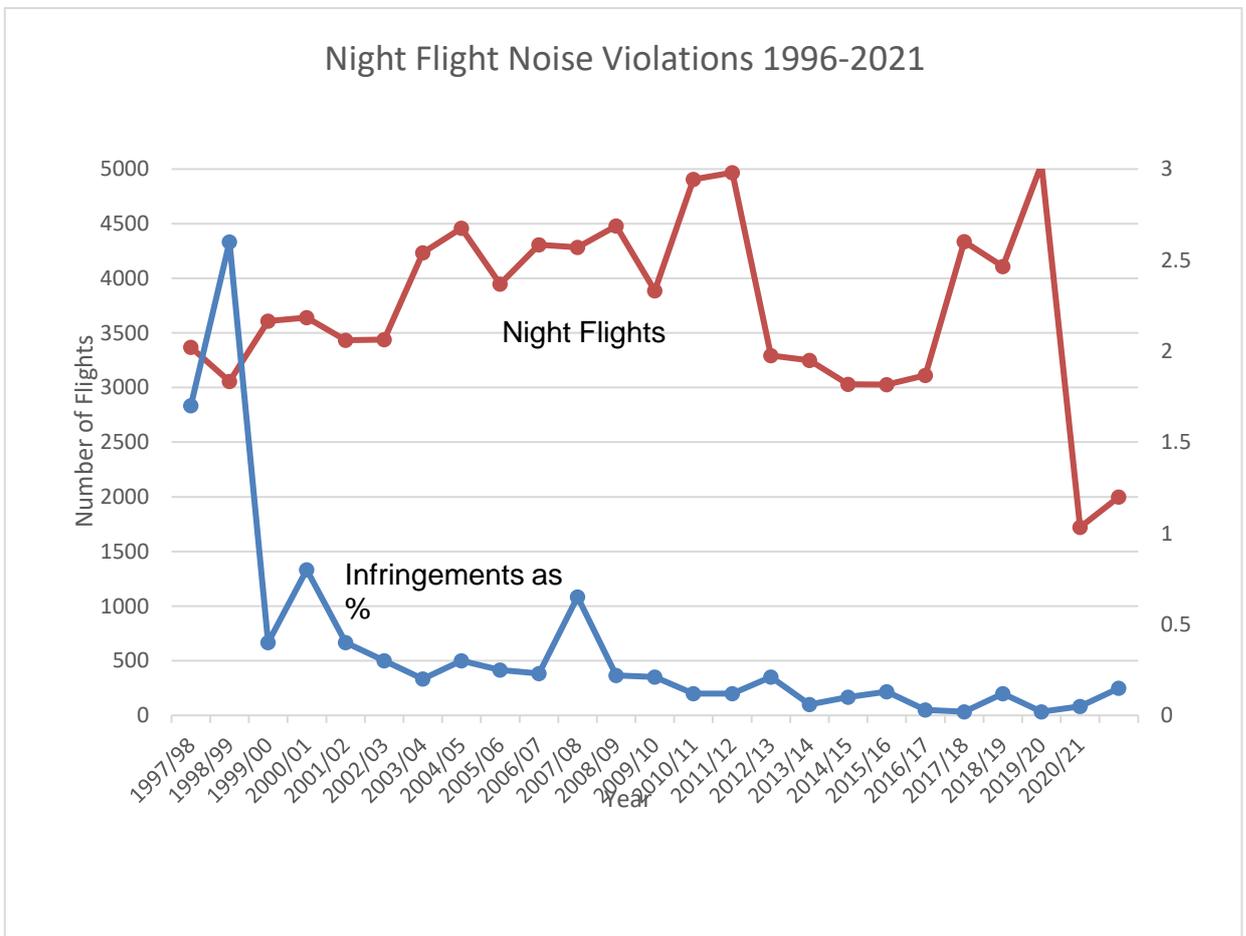
Table 9. Night-time noise violations

Year	Total Night Flights	Total Noise Quota	Total Infringements	Infringements (% of night flights)
1990/91	4767	n/a	n/a	n/a
1996/97	3369	n/a	57	1.7
1997/98	3056	n/a	79	2.6
1998/99	3608	2002.5	13	0.4
1999/00	3640	1936	29	0.8
2000/01	3434	1832.5	15	0.4
2001/02	3439	1854.5	9	0.3
2002/03	4234	2166	9	0.2
2003/04	4460	2161.5	15	0.3
2004/05	3947	1957	10	0.25
2005/06	4307	2172.5	10	0.23
2006/07	4283	2174.5	28	0.65
2007/08	4479	2281.5	10	0.22
2008/09	3886	2010	8	0.21
2009/10	4907	1704.5	6	0.12
2010/11	4968	1556	6	0.12
2011/12	3294	1480.3	7	0.21
2012/13	3248	1338.5	2	0.06
2013/14	3031	1402	3	0.10
2014/15	3026	1525	4	0.13
2015/16	3111	1677.75	1	0.03
2016/17	4335	1845.25	0	0.02
2017/18	4107	1691.7	5	0.12

2018/19	5044	1936.5	1	0.02
2019/20	1722	523.25	1	0.06
2020/21	2000	562.375	3	0.15

The graph below shows the night noise infringements as a percentage of total night flights at BAL since the introduction of the night flying policy in 1996.

Figure 3. Night Noise Infringements as % of night flights



6. WAKE VORTEX

Schedule 6 states that the Airport Company 'shall maintain a Wake Vortex Protection Scheme and make an annual budget of £100,000 available to be used for the purpose of protecting eligible residential properties from aircraft wake vortices'.

Wake vortices are circulating air currents which form behind an aircraft as it passes through the air. All aircraft create these but they usually break up before they reach ground level. Under certain weather conditions these vortices sometimes reach ground level.

When an aircraft is close to landing it is possible for these vortices to make contact with the roofs of properties close to the airport. They can, very occasionally, cause the movement and slippage of roof tiles. This is known as Aircraft Wake Vortex damage. It does not occur very often and at Birmingham Airport less than 0.005% of flights cause this damage and only properties that have pitched roofs are affected.

Once damage is reported to the Airport an assessor will attend and determine if the damage was caused by vortices. Wake Vortex damage is easily recognizable by the assessors as the damage caused is very distinct and different to that caused by wind or storm damage. If the assessor confirms wake vortex damage the roof will come under the vortex protection scheme.

The vortex proof roof is strengthened by fixing down new tiles with special clips which is carried out by a contractor appointed by the Airport Company.

Under the Civil Aviation Act 1982 the airline that causes the damage is liable for the damage and not the Airport, however due to the fact that this identification is not always possible the Airport have introduced the Vortex Protection Scheme.

Every house which has been damaged by a vortex strike is eligible for vortex protection.

Birmingham Airport has contacted 16 properties which form 5 blocks under phase 19 of the vortex protection scheme highlighted as a medium risk group. 2 of these blocks have already had works completed with the others planned for 2022

There was one wake vortex strike reported in 2021 in the Kitts Green area.

7. AIR QUALITY

Schedule 7 states that the Airport Company shall maintain the air quality monitoring station (AQMS) and only make changes after agreement with Solihull MBC. Complaints relating to air quality are also recorded and supplied to Solihull MBC.

The Environment Act 1995 introduced local air quality management (LAQM) which requires local authorities to review and assess air quality in their areas against the national air quality objectives. Where any objective is unlikely to be met the local authority must designate an air quality management area (AQMA) on either the whole of the Borough or on a section. To date Solihull MBC has not declared any Air Quality Management areas within its Borough but will continue to monitor air quality.

AIR QUALITY MONITORING DATA

Birmingham Airport has carried out air quality monitoring since 1995. There is an Air Quality Monitoring Station (AQMS) on site at the airport which provides continuous monitoring of particulate matter (PM10), carbon monoxide (CO), ozone (O₃) and sulphur dioxide (SO₂). The AQMS is located on the airfield to the East of the runway.

The AQMS is operated by Airport staff and is calibrated every two weeks. Independent checks are carried out twice a year by Ricardo-AEA who collect the data and then validate it before an annual ratified report is produced.

In 2021 all of the air quality objectives were met at the monitoring station. The results at the site were comparable to other local sites.

A copy of the air quality report is available on the Birmingham airport web site. Live data is also available through the website at www.airqualityengland.co.uk

The monitoring is intended to provide information on current air quality in the area and the levels of pollution to which any neighbouring communities may be exposed.

National Air Quality Objectives

The National Air Quality Strategy was produced to determine the ambient air quality in the UK. To meet this aim the Strategy outlined recommended maximum levels of certain pollutants to be obtained nationally. The maximum

levels were devised by the expert panel on Air Quality Standards (EPAQS) and were based on medical and scientific evidence.

The strategy defines concentrations of each pollutant over a given time period that are considered to be acceptable.

Table 10. Objectives in the Air Quality Standards Regulations (2010)

Pollutant	Air Quality Objective		To be achieved by
	Concentration	Measured As	
Benzene (England and Wales)	5.00 $\mu\text{g m}^{-3}$	Annual mean	31 December 2010
Carbon monoxide (CO) (England, Wales and N. Ireland)	10.0 mg m^{-3}	Maximum daily running 8-hour mean	31 December 2003
Nitrogen dioxide (NO₂)	200 $\mu\text{g m}^{-3}$ not to be exceeded more than 18 times a year	1-hour mean	31 December 2005
	40 $\mu\text{g m}^{-3}$	Annual mean	31 December 2005
Particles (PM₁₀) (gravimetric) (All authorities)	50 $\mu\text{g m}^{-3}$, not to be exceeded more than 35 times a year	24 hour running mean	31 December 2004
	40 $\mu\text{g m}^{-3}$	Annual mean	31 December 2004
Sulphur dioxide (SO₂)	266 $\mu\text{g m}^{-3}$, not to be exceeded more than 35 times a year	15-minute mean	31 December 2005
	350 $\mu\text{g m}^{-3}$, 1 not to be exceeded more than 24 times a year	1-hour mean	31 December 2004

	125 $\mu\text{g m}^{-3}$, not to be exceeded more than 3 times a year	24-hour mean	31 December 2004
Ozone (O3)*	100 $\mu\text{g m}^{-3}$ not to be exceeded more than 10 times a year	8 hourly running or hourly mean*	31 December 2005

* not included as part of the LAQM regime

To enable a comparison of pollutant concentrations at Birmingham Airport with other nearby sites table 10 shows the results for sites within Birmingham.

Solihull MBC carries out its own monitoring for nitrogen dioxide using diffusion tubes across the Borough.

Table 11. Comparison results for Birmingham Airport and Local monitoring sites in 2021 (results are not verified).

Pollutant	Birmingham Airport	Birmingham A4540	Birmingham Ladywood
PM ₁₀ ($\mu\text{g m}^{-3}$)	10	15	12
NO ₂ ($\mu\text{g m}^{-3}$)	14	32	16
O ₃ ($\mu\text{g m}^{-3}$)	55	39	51
SO ₂ ($\mu\text{g m}^{-3}$)	1	Does not measure SO ₂	0
CO (mg m ⁻³)	0.10	Does not measure CO	Does not measure CO

The Airport has a number of on-going initiative to reduce pollutants at the site and some are linked with carbon reduction and detailed in that section.

An incentive scheme is in operation to encourage the use of fixed electrical ground power on stands by airlines which reduces the need for Auxilliary Power units and reduces emissions. More than 90% of aircraft stands use these.

Birmingham Airport has shortened the taxi time to and from the runway which also helps to reduce emissions.

AIR QUALITY COMPLAINTS

Schedule 7, Clause 6 of the Section 106 Planning Agreement requires the Airport Company to record and report the number of concerns raised by the public relating to air quality, on an annual basis but the number of complaints received since 2000 have been minimal and they are no longer recorded separately but are still reported to Solihull MBC

8.AIR TRAFFIC

Schedule 8 of the Section 106 Agreement states that, subject to Civil Aviation Authority approval, the Airport Company shall implement any appropriate changes to its airspace as soon as is practicable following the completion of the CAP 725 process (note: this has now been replaced by CAP1616 Airspace Change Process). This contains detailed guidance on the various stages of any airspace change process and is issued by the Civil Aviation Authority who will ultimately approve any changes.

Other conditions relate to monitoring the performance of noise preferential routes for aircraft departure, to maintain an annual track keeping target and to have in place a continuous descent approach policy. These are all detailed below.

Air traffic services are provided by Birmingham Airport Air Traffic Limited (BAATL).

Runway Use

Birmingham Airport has one runway which operates in two modes known as Runway 15 and Runway 33 and the direction of operation is dependent upon meteorological conditions. The numbers 15 and 33 refer primarily to the points on a compass to which the direction of the runway is oriented. For an average year approximately 60% of operations use R33, with 40% using R15.

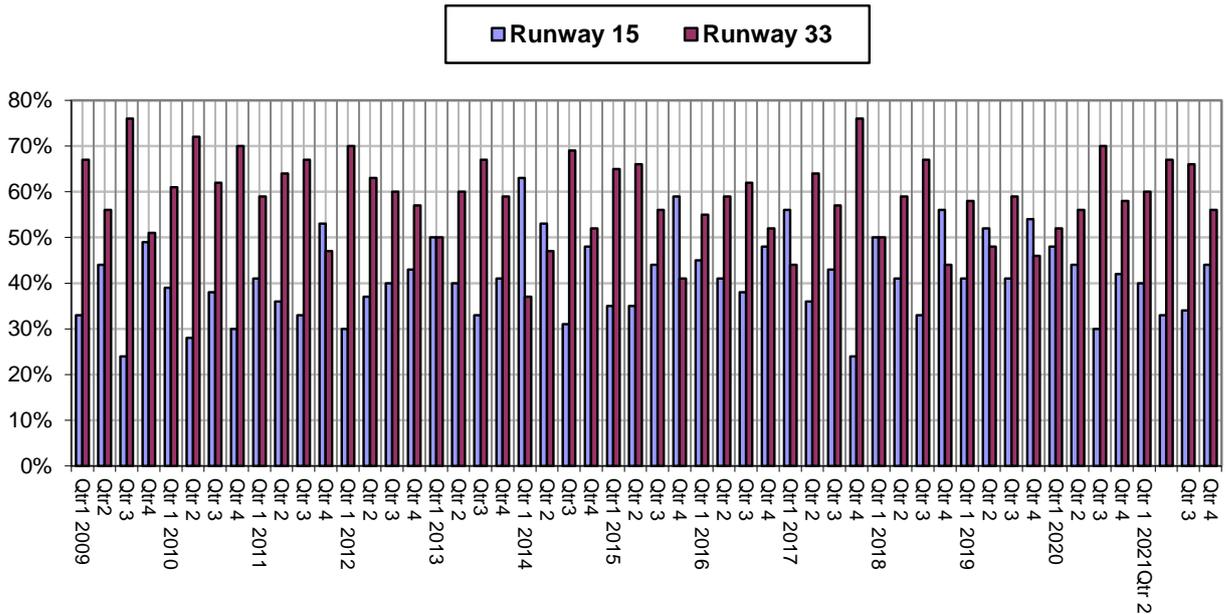
Departing aircraft have set routes they are required to follow until they get to a certain height. However, on arrival aircraft have no set routes until they are established on the Instrument Landing System.

Aircraft on arrival approach the runway using different arrival procedures with the most common being the use of the Instrument Landing System (ILS). This is a precision guidance approach system which defines the centreline of the runway and the angle of approach for the aircraft's descent. Other approaches that may be used are APV-BARO, Non-Directional Beacon (NDB) and visual approach.

Although not a specific requirement of the Section 106 Agreement, the pattern of air traffic using the runway does have an impact on how local people are affected by airport operations and Birmingham Airport report its use to SMBC. Wind direction and meteorological conditions determine runway usage not Airport activity.

The use of a Noise Preferential Route (NPR) is mandatory until an altitude equalling that of the NPR being used is achieved, or unless otherwise directed by Air Traffic Control. An NPR operates to a level of 3000 or 4000 feet dependant on which route aircraft are taking. Please see below for further explanation.

Figure 4. Runway usage



Noise Preferential Routes

Departing Aircraft fly in corridors known as Noise Preferential Routes until they reach the requisite altitude of the NPR. A noise preferential route is a corridor that is constructed around a Standard Instrument Departure Route (SID). A SID is a set of instructions which links an aircraft from the runway to the en-route airspace network.

The NPRs are for **departing aircraft only**. If an aircraft deviates from these NPRs before it gets to the requisite altitude for that particular NPR, (either 3000 or 4000 feet) then it is considered to be off track. Smaller aircraft less than 5700kg (such as executive jets) are exempt from adhering to NPRs. All aircraft perform slightly differently and weather conditions can cause slight variations in their flight path which is why aircraft can fly anywhere within the NPR.

The NPRs are designed to take departing aircraft over the least populated areas wherever practicable and must be designed so they can be flown by all aircraft operating from the Airport.

The NPR ceiling for southbound departures from Runway 15 was raised to 4000 feet in July 2016.

There are many cases where an aircraft can be off track for legitimate reasons, i.e. meteorological conditions or to maintain separation distance for safety reasons. All off-track aircraft are identified and the airline notified of their aircraft performance.

Track Keeping

In 2006 BAL launched 'Operation Pathfinder' which is a scheme to encourage better track keeping performance amongst those airlines, which operate, from Birmingham.

The Section 106 agreement states that the Airport Company will seek to achieve and maintain a target of 97% for departures.

The ANOMS system allows the Airport Company to closely monitor the track keeping of departing aircraft and the Airport holds bi quarterly meetings with the airlines to discuss any track keeping issues.

Currently, there is no provision to surcharge operators whose aircraft are off track. Surcharging currently relates solely to daytime and night-time noise levels. While the Civil Aviation Act 2006 does allow airports to surcharge airlines based on track keeping performance, the track keeping programme in place at Birmingham Airport has seen continual improvements in performance without the need for financial penalties.

Continuous Descent Approach

The Continuous Descent Approaches (CDA's) started at Birmingham Airport in 2009 after a successful trial with airlines and Air Traffic Control and they are considered to be the best practice in the UK in terms of performance.

A Continuous Descent Approach allows aircraft to stay higher for longer and to descend at a steady rate instead of the previously used stepped approach. Air Traffic Controllers issue pilots with their distance to touchdown and the pilots will calculate and perform a continuous rate of descent. The benefits of a CDA is that less thrust is needed from the engines so there is less fuel used, less noise created and emissions are reduced.

Aircraft are collectively achieving over 90% compliance with the CDA procedure and the target is to be increased to 96%. This forms part of the Operation

Pathfinder Programme with the aim to improve compliance and reduce noise impact.

When the Continuous Descent Approaches were started they were conducted from 4000 ft. to landing for every ILS approach. In 2015 this changed to 6000 feet and performance is currently showing a total of over 90% compliance.

Continuous Climb Departures

Aircraft are given a continuous climb up to 6000 feet on departure by Air Traffic Control unless there are operational reasons not to do this. This type of departures help lower aircraft fuel consumption and lower the CO₂ emissions as the highest levels of fuel burn and CO₂ emissions are generated by an aircraft climbing to 10,000 feet. Air Traffic controllers are encouraged to transfer aircraft to the next controlling centre early to help facilitate climbs past the 10,000 feet level.

Airspace Change

For any permanent change to flight paths, an airport must submit an Airspace Change Proposal (ACP) to the Civil Aviation Authority (CAA) and the process is governed by a document known as CAP1616 which superseded CAP 725. This document gives detailed guidance on managing the airspace change process and outlines the criteria to be met when designing SIDS (Standard Instrument Departures) and a public consultation on proposed changes forms part of this process. The document is available to view on the CAA website.

Air Traffic Movements

Although not required by the Section 106 Agreement, the annual number of Air Transport Movements (ATMs) is a useful indicator of the level of operation at BAL and these are reported to SMBC. The total air traffic movements include cargo, passenger and private/executive movements.

Covid 19 and its travel restriction created an unprecedented decline in air travel not only at Birmingham Airport but at all UK airports in 2021 which is reflected in the low number of ATM and this continued into 2022 due to the travel restrictions that were in place. As the remaining travel restrictions are removed in 2022 a slow recovery is expected

Table 12. Total air traffic movements at BAL 1996-2021

Year	Total Aircraft Movements
1996	96,266
1997	100,726
1998	108,852
1999	118,431
2000	126,633
2001	125,209
2002	125,083
2003	128,740
2004	120,799
2005	123,192
2006	119,532
2007	114,717
2008	112,470
2009	101,627
2010	96,668
2011	93,974
2012	91,841
2013	-
2014	96,350
2015	98,492
2016	112,016
2017	124,838
2018	111,532
2019	113,850
2020	35,196
2021	35,199

Note: these figures have not been verified

9. COMMUNITY BENEFITS

This Schedule of the Section 106 Agreement states that the Airport Company should continue to administer a Community Trust Fund (CTF) and make an annual contribution to the fund.

Community Trust Fund

The Community Trust Fund is a registered charity run by Trustees and was established in 1998. The purpose of the CTF is to invest in a range of local projects, which benefit the community and environment and grants of up to £3000 are made to community groups in areas most affected by the Airports operations. The trustees comprise representatives of Solihull MBC, Birmingham City Council, the Airport Consultative Committee and the Airport Company with all administration costs met by BAL.

The Community Trust Fund comprises of an annual contribution from Birmingham Airport Ltd as agreed in the Section 106 and revenue raised from surcharges imposed for daytime and night time noise violations.

The annual contribution agreed in the Section 106 is index linked and the amount contributed by BAL in 2020/21 was £89,571.11.

Since the inception of the Community Trust Fund in 1998 over £1.8 million has been awarded to projects which have benefitted the local community.

The Airport Company also provides sponsorship and education facilities to local areas.

The Learning Hub

The learning hub is a dedicated unit for the exclusive use of visiting schools and colleges which has been created in partnership with the schools of King Edward in Birmingham.

It is a self-contained unit and provides an insight to the airport and how it works. There is no charge to use the facilities but visits must be pre booked and are available to groups throughout the region. The facilities can cater for children from nursery age to post 16.

Table 13. Total Community Trust Fund awards 1998-2021

Year	Total Awarded (£)
1998	98,156
1999	83,993
2000	153,139
2001	103,751
2002	97,670
2003	90,212
2004	72,868
2005	65,444
2006	51,175
2007	53,027
2008	67,349
2009	49,994
2010	52,400
2011	54,067
2012	55,165
2013	68,607
2014	76,174
2015	82,516
2016	81,377
2017	83,975
2018	84,878
2019	99,454
2020	43,546
2021	106,569

Table 14. Community Trust Fund awards for the financial year 2020/21

Name	Area	Awarded £	Purpose
Bethany Community Outreach	Erdington	2700	Freezers to support foodbank
Knowle Royal British Legion	Knowle	3000	Replacement tables and chairs
Tudor Grange Academy	Solihull	3000	Outdoor gym and fitness equipment
Young at Heart	Erdington	620.	Wetsuits
Kingshurst Primary School	Kingshurst	3000	Outdoor sports equipment
Brittania Youth Organisation CIC	Castle Vale	2800	Shed, Greenhouse and tools for allotment
Fordbridge Community Primary	Fordbridge	1800	Vending machine for books
Brookhill Bowling Club	Erdington	2955.22	Eco watering system
Marston Green Bowling Club	Marston Green	2500	Cylinder mower and scarifier
Birmingham impact FC	Ward End	3000	Training equipment and minibus
33 rd Sutton Coldfield Scouts	Sutton Coldfield	1393	Tables, Chairs, Projector and Screen
UHB Charity	Sutton Coldfield	3000	Games, console etc for refurb of children's
Upcycle Birmingham	Castle Vale	1800	Tools and equip to prepare items for upcycling
Cars Area Together	Smiths Wood	2065	Defibrillator and outdoor cabinet
St Marys Pype Hayes	Pype Hayes	3000	Secondary Glazing to church
Solihull Barons Ice Hockey Club	Solihull	678	Projector, screen, games and equipment
Switch Radio	Castle Vale	3000	Technical Broadcasting Equipment
Sutton Grammar School for Girls	Sutton Coldfield	1751.78	Greenhouse, Water Butt and Gardening
Four Oaks Saints Cricket Club	Sutton Coldfield	3000	Installation of disabled toilet facility
Clean Up UK	East Birmingham	1743	Litter picking equipment kits
St Richards Church	Kitts Green	3000	Alteration to Church ceiling
2030(Bham Airport) Sqn ATC	Sheldon	2940	Camping Equipment for D of E Award
Knowle Allotment Society	Knowle	1388	Erection of security fence
Hampton in Arden Bowls Club	Hampton in Arden	2000	New Mower
Kingstanding Regeneration Trust	Kingstanding	1500	Android tablets to support young people
Olton Tavern Bowling Club	Olton	844.74	New sprayer for green maintenance
Sutton Coldfield Town Junior FC	Wylde Green	2000	Pitch improvement work
Marston Green FC	Marston Green	3000	Kitchen installation and refurbishment
St Mary and Margaret school PTA	Castle Bromwich	3000	Playground repairs and improvement
Power for Good Co-Operative Ltd	Kitts Green	345.00	Cleaning of Solar panels
Barston Village Hall	Barston	3000	Disabled user access work
Smiling Families Charity	Hampton In Arden	2500	VR headsets and play equipment
Bryntail Cottage Charity	Tile Cross	3000	Exterior doors
Sheldon Traffic Action Group	Sheldon	3000	Speed camera
Sport4Life	Hodge Hill	1500	Sports Equipment
CAFLO	Hodge Hill	3000	Refurbishment of Kitchen
School Lane Allotment Ass.	Shard End	3000	Improved car parking and raised beds
Our Community Foundation	Bordesley Green	2571	Sport Equipment and trophies
Chudleigh Road Allotment Ass.	Erdington	3000	Allotment improvement works
Black Train Music CIC	Chelmsley Wood	868.99	Lap Top Computer
Lyndon Garden 4 Hope	Lyndon	1140.74	Exercise equipment and laptop
Clean and Green	North Solihull	3000	Wildlife watching and study equipment
Oasis Club Blakenhale	Garretts Green	1122.08	Sports and game equipment
Sutton Town Football Club	Erdington	2900	Netball and training equipment
Re-Imagine Me CIC	Bromford	2142.47	Fitness Equipment
WIDE	Ward End	1000	Fabric and tools for quilting workshop
Castle Bromwich Historic Garden	Castle Bromwich	3000	Construction material for volunteer
Total		106,569.92	

February 2020 was the start of a new 3 year partnership with Solihull Mind which was decided after a vote by Airport employees although due to Covid the number of fund raising events has been limited.

This charity provides a range of services to those with mental health problems and works across the Borough with support reaching many communities in close proximity to the Airport.

A sponsored 'runway run' for employees and partner associates was staged on 27th November which raised over £6,000 for the charity.

There are also a number of coin 'spinners' in the terminal for the collection of UK and foreign currency which goes to the charity.

A new relaxing green space garden is to be created in conjunction with Solihull Mind near the south terminal to support wellbeing initiatives

The community investment policy along with the community trust guidelines are available on the Birmingham Airport website along with the postcodes of eligible areas.

10. Historic Environment, Ecology and Landscape

Obligations in the Section 106 Agreement set out work that the Airport Company needed to undertake prior to the runway extension being used and to prepare a mitigation plan for the development as identified in the Environmental Statement which was submitted with the Planning Application.

The Section 106 Agreement outlines a number of items which are to be included in the Historic Environment, Ecology and Landscape Management Plan which include annual monitoring of the plan, details of all new hedgerows to be planted, details of the proposed management regime for existing hedgerows, replacement tree planting, tree height management, grassland management and wildlife surveys and management.

A Steering Group has been established to advise on the Historic Environment Ecology and Landscape Management Plan (HEELMP) as outlined in the Section 106 Agreement and has members from Birmingham Airport, Solihull MBC, Natural England and Warwickshire Wildlife Trust. Monthly monitoring visits were undertaken throughout 2021. Quarterly steering group meetings were held in May, September and December with a site visit in November.

The Grade 2 listed building at Castle Hills Farm which forms part of the HEELMP was partially destroyed by fire and a structural survey has indicated the structure is unsound. The building has since been de-listed and permission has been given to demolish the building.

Protected Species

Middlemarch Environmental were contracted to undertake the HEELMP protected species monitoring for 2020-2024 and the report has identified the following points :

White-clawed crayfish.

The 2021 daytime and nocturnal surveys for white-clawed crayfish returned negative results. However, the results of the eDNA surveys indicated a dramatic change in the status of Low Brook. The two eDNA results for the confluence of Low Brook/Bickenhill Brook and the lower receptor pools came back positive for signal crayfish and negative for white-clawed crayfish. Only the upper receptor pools remained free of signal crayfish and returned positive results for white-clawed crayfish.

Due to the presence of signal crayfish, part of the White-clawed Crayfish Species Recovery Plan (Report Number RT-MME-153945) was actioned. This additional work was funded by BAL and SMBC. This additional work included the installation and monitoring of 10 artificial refuge traps (ART's), bait stations and extra eDNA surveys. During this work individual signal crayfish were found within Low Brook.

The 2021 monitoring surveys combined with the additional 2021 crayfish works (outlined above), actioned under the White-clawed Crayfish Species Recovery Plan have identified that signal crayfish are in the lower stretch of Low Brook, with white-clawed crayfish still present in the upper sections of the brook. No crayfish eDNA was identified in the middle section of Low Brook.

To establish if the spread of the signal crayfish into the white-clawed crayfish territory can be halted, it is recommended that throughout 2022 the White-clawed Crayfish Species Recovery Plan should be continued to be actioned. These actions are time critical and include:

Action 1: Installation of permanent barrier under the A45 to stop additional signal crayfish from coming into Low Brook from the Airport

Action 2: Installation of temporary weir/barriers along Low Brook to slow down the spread of signal crayfish expanding further into the white-clawed crayfish territory. These barriers will only be temporary features to slow down the crayfish until they are trapped out of the lower sections.

A partnership containing BAL, SMBC, Skanska Infrastructure and Middlemarch Environmental is working to deliver these first two actions before late March 2022 when the invasive non-native signal crayfish will become mobile. Skanska have agreed to deliver these works at no cost to either BAL or SMBC.

Action 3: Trap out the signal crayfish using a mixture of methods. These methods should include the continued use of ART's, the use of bait to attract the crayfish to feeding stations, and direct searches both daytime and nocturnal.

Action 4: Monitoring of the crayfish using ARTS and eDNA should continue during 2022.

These additional works have been costed and efforts to secure funding are ongoing.

Bats

In 2021, two species of bat (brown long-eared bat and soprano pipistrelle) were recorded in five boxes with evidence that they were using the bat boxes for mating. Evidence of a third species was found in the form of approximately 20 droppings resembling those of *Myotis* species.

Birds

Three owl boxes contained evidence of barn owl with compacted faeces, feeding remains, pellets and feathers which were compacted to circa 200 - 300 mm depth. The level of material is indicative of earlier nesting attempts. However, as the birds were not present at the time of survey, it cannot be accurately ascertained if these were two separate pairs, or if the attempts were successful. The kestrel box had been used as a squirrel drey.

In summer 2021 the Habitat Biodiversity Audit (HBA) Team, managed by Warwickshire Wildlife Trust, undertook a Local Wildlife Site (LWS) resurvey of Castle Hills Farm. Due to the enormous size of the site this survey is scheduled to be completed next summer when the updated data and revisions to the LWS will be considered.

11. Health

Schedule 11 of the Section 106 Agreement requires Birmingham Airport to prepare a Health Action Plan and to establish a Health Forum which is now known as the Airport Health Group. The group meets on a regular basis and the primary objectives are to discuss specific issues relating to health issues arising from the Airport and its use and to guide health conscious decision making within the Airport Company and monitor the effectiveness of mitigation and community support initiatives.

The Health Action plan was completed in 2017 in conjunction with the Airport Health group and reported to Solihull MBC.

The group consists of representatives from the Airport Company, Solihull Public Health and Environmental Health Teams, Birmingham City Council Environmental Health and Public Health Teams and the Airport Consultative Committee

A Health Management Plan has been agreed by the group which sets out the terms of reference for the group and details its objectives. The main objective of the Health Action Plan is to record the existing and further agreed health and wellbeing initiatives put forward by the Airport Health Group. Information on the Airport Health Plan can be found in the Birmingham Airport Corporate Responsibility Report.

12. Tourism

This schedule relates to promoting and supporting tourism in Solihull with Solihull MBC.

The aim is to market Solihull as a tourism destination through the Visit Solihull brand, to encourage visitors to the region and meet to the visitor's needs.

A Solihull Tourism forum has been set up and meets on a regular basis. The forum includes representatives from Solihull MBC, Birmingham Airport Company, NEC, Resorts World, Solihull Chamber of Commerce, Solihull College, Solihull BID, local hotels and other parties.

The forum is open to all businesses and organisations that operate within Solihull. The forums vision is to increase the volume and value of the visitor economy in Solihull through improving the visitor experience and to raise the profile of Solihull.

The Airport is currently engaged in developing and delivering the Solihull Visitor Economy Action Plan and contributing to promoting the area as a place to visit and stay.

13. Corporate Social Responsibility

Condition 1 to 3 of this schedule state that the Airport Company shall continue and maintain its support to Corporate Social Responsibility in Solihull; keep under review its strategy for its programme of Corporate Social Responsibility; engage with Solihull MBC to develop the Councils Corporate Social Responsibility agenda and report annually on its CSR programme and commitments.

The Airport Sustainability Strategy (2020-2025) is available on the airport website and sets out how the Airport meets its corporate responsibilities and the complexity the Airport faces in balancing the needs of growth against the impact on local communities.

The sustainability strategy shows the Airports' commitment to become a net zero carbon airport by 2033, prioritising zero carbon airport operations and minimising carbon offsets and how it aims to fulfil its target ahead of the UK wide target of 2050. The Climate Change Adaptation Climate Report for 2021 is also available on the airport website.

The report details the airports commitment towards a sustainable future and it has a number of supporting policies which underpin the strategy.

Section 3 of this report outlines steps which have already been taken to minimise emissions such as the introduction of electric buses serving the airport car parks.

The Airport is also looking at ways to reduce other environmental impacts such as air quality, waste, supply chain, water and biodiversity.

To highlight World Environment Day on 5th June Birmingham Airport donated over £16,000 of goods and foodstuff to local charities. As well as food there was also stationery, games, clothing and travel accessories to three local charities- Unite4homeless, Birmingham Childrens Hospital and Home Start.

Birmingham airport works with Sustainable Aviation who have a long term strategy with the aim of making aviation a cleaner, quieter and smarter industry. Sustainable Aviation is a coalition of UK airlines, Airports, Manufacturers and air navigation service providers. Their website can be found at <https://www.sustainableaviation.co.uk/>

14. Employment

Schedule 14 relates to creating a site training and employment strategy for the Airport of the Section 106 Agreement states that the Airport Company 'shall prepare and submit a Site Employment and Training Strategy for the airport ' which will be reviewed every three years.

Birmingham Airport works closely with Solihull MBC, business forums and major employers in the area along with other parties, such as Job Centre Plus, and Solihull College to develop the Training Strategy. Birmingham Airport wants to ensure that employment on site is accessible to local communities and hopes to be able to reduce unemployment in the area.

The Training Strategy is equal opportunity based and responds to issues of unemployment in the West Midlands with a focus on East Birmingham and the North of the Solihull Borough. It helps to supply on-site training, work experience and graduate placement schemes.

The Airport will report annually to Solihull MBC on its employment action plans and targets.

15. Monitoring

Schedule 15 of the Section 106 Agreement Schedule 15 relates to monitoring. Birmingham Airport will pay an annual amount to monitor the performance of the obligations within the Section 106 Agreement and to produce this annual report.

16. Carbon Management

Climate Change Adaptation

Birmingham Airport produces a Climate Change Adaptation Progress Report every five years as required by Defra and the latest report was approved by Defra in December 2021. The report is available on the Airport website.

This outlines progress made in adapting to the predicted climate change impacts since the last publication and reviews the Climate Risk Register.

Sustainability Strategy 2020-2025

The Airport's Sustainability Strategy 2020-2025 is now available on the Airport website. This Strategy presents nine sustainability themes. It outlines the Airport's vision for each, what the Airport will do to implement that vision and how they will measure our progress. It references the policies, plans and procedures the Airport has developed, or is developing to achieve its objectives.

Net Zero Carbon Plan 2022

The Airport's Sustainability Strategy includes a commitment to become a net zero carbon airport by 2033 ahead of the Government target of 2050 by prioritising zero carbon operations and minimising carbon offsets.

Birmingham Airport has produced a Net Zero Carbon Management Plan which monitors activities at the Airport that have an impact on the environment. It includes a review of Climate Change issues and legislation, a baseline carbon footprint and an action plan of future initiatives to measure and mitigate its carbon impact.

The Airport will first reduce those emissions for which they are directly responsible that occur from sources that are owned or controlled by the Airport (Scope 1 emission) such as the burning of natural gas in boilers, refrigerants, and diesel consumption by the Airport's fleet of vehicles.

The Airport will also work to reduce Scope 2 emissions, which covers indirect emissions from purchased electricity,

The Airport's historical Scope 1 and 2 data, includes tenants and concessions within the terminal areas and all buildings on the Airport site where the Airport Company has control over the power supply. However, in April 2019 Streamlined Energy and Carbon Reporting (SECR) was introduced by

Government, requiring businesses to report on their emissions in their financial accounts, this means that tenants and concessions will separately report their emissions. However, the Airport continue to report these emissions voluntarily and work with tenants and concessions to reduce their emissions. SECR requires organisations to report on their Scope 1 and 2 emissions with business car travel being the only Scope 3 emission source that has to be included.

The below table presents Birmingham Airport’s Scope 1 and 2 emissions from 2012/13 onwards.

Table 15. Tonnes of CO₂e for Scope 1 and 2

	Baseline 2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20*	2020/21*
	Tonnes of CO₂								
Scope 1 (gas, owned transport, fugitive emissions)	6,041	5,433	4,939	5,193	5,049	6,013	5,309	4319	3431
Scope 2 (Purchased Electricity)	19,001	18,460	19,302	17,418	15,743	13,406	11,383	5996	4218
Total Gross Emissions	25,042	23,893	24,241	22,611	20,792	19,419	16,691	10,315	7,649

*Note: emissions from tenants and concessions are excluded to align with SECR guidelines.

Scope 3 emissions are as a result of Airport operations but occur from sources not owned or controlled by the Airport. These include the emissions from people travelling to the airport by surface transport, aircraft landing and take-off, waste management and water use and treatment. The greatest emission in this section is passenger transport to and from the Airport, followed by the landing and take-off cycle of the aircraft. The aviation industry is taking steps to reduce these emissions through technology and operational efficiency improvements and BAL continues to work with Sustainable Aviation.

Scope 3 emissions are indicative only and the Airport has historically only calculated these emissions every three years. However, going forward the

Airport will be reporting a full Scope 3 emissions footprint annually and will work to develop and refine the accounting methodology used.

For the 2012/13 baseline figure passenger travel was calculated as a straight line for travelling from A to B. The figures for 2015/16 onwards were calculated using more accurate route planning software which shows a more accurate, but increased, figure.

There is also a more accurate figure calculated for passengers who are being dropped off to incorporate a return journey as well.. If the 2015/16 passenger travel results were calculated using the original methodology the scope 3 the figures would show a reduction of 16 to 14 kg of CO₂ per passenger.

Scope 3 emissions will be calculated for the 2021/22 financial year.

Table 16- Scope 3 emission totals (Fiscal year)

	2012/13 Tonnes CO₂ e	2015/16 Tonnes CO₂ e	2018/19 Tonnes CO₂ e	2019/20 Tonnes CO₂ e	2020/21 Tonnes CO₂ e
LTO cycle	105,428	103,123	116,959		
Passenger Travel	36,135	168,515	140,740		
Train-business travel	4	2	3		
Flights-business travel	212	143	97		
Car-business use	3	4	5	91	50
Waste Management	33	33	60		
Water use and treatment	208	394	386		
Electricity transmission and distribution	1501	1438	967		
Total Scope 3	143,524	273,652	259,216		

(Note: CO₂e is a figure which allows “bundles” of greenhouse gases to be expressed as a single number; and it allows different bundles of GHGs to be easily compared (in terms of their total global warming impact).)

The Airport has already undertaken a number of initiatives to reduce emissions and improve environmental performance. These include:

- Investing in smart meters to allow automatic monitoring across the site. The results from this monitoring will be reviewed to see where any

reductions can be made and also to be more efficient in the management of heating and cooling.

- Establishing a monthly Operational Energy & Cost Reduction Group made up of key stakeholders to drive energy savings.
- Continuing to run a monthly Net Zero Working Group, made up of self-nominated Net Zero leaders for all key business areas. The groups aim is for Net Zero leaders to support the delivery of energy and carbon savings for their individual areas in line with our commitment to be a net zero carbon Airport by 2033.
- Installing solar panels on the terminal roof generating around 50,000 kWh electricity per year.
- Transitioning to energy efficient lighting across large parts of the terminal building and airfield. There is a rolling programme of LED replacement lighting.
- Installing 25 electric vehicle charging points across the airport, for use by passengers, commercial partners and our own operations.
- Operating a fleet of 20 electric vehicles, including six electric buses for passenger transfers.
- Recycling 47% of airport waste and diverting 100% of airport waste from landfill.
- Supporting airlines to reduce emissions during flight through efficient airspace design and facilitating procedures for lower-carbon take-off and landing (Operation Pathfinder – detailed in Section 8).
- Enabling airlines to reduce emissions when on the ground through reduced engine taxiing and providing electricity for use by aircraft when at the stand.
- Fixed Electrical Ground Power (FEGP) is provided on all aircraft stands to minimise the need to run auxiliary power units and there is an on-going programme to replace older FEGP units. An incentive scheme is now in operation to encourage the use of fixed electrical ground power on stands by airlines which reduces the need for Auxiliary Power units and reduces emissions and more than 90% of aircraft stands use these.

As part of the Airport's Net Zero Carbon Plan, future actions to reduce emissions will include:

- An initial multi-million pound commitment over the next four years to reduce emissions that the airport controls (Scope 1 and 2) by 60%, investing in on-site renewable energy generation, energy efficient lighting and improvements in energy management technology.

- Sourcing up to 40% of electricity used at the Airport through solar power.
- Switching to 100% green tariff from April 2022 for electricity provided throughout the Airport site.
- Extending the number of electric vehicle charging points to prepare for the growing number of low carbon vehicles accessing the Airport.
- Renewing the Airport's heating and cooling infrastructure, including upgrades to the building fabric and a gradual transition to low carbon heating.
- Investment in new emerging technologies to generate low carbon energy beyond 2030.
- Engaging with a range of stakeholders to collaborate and bring lower carbon technologies, aircraft and operations to Birmingham Airport.

Sustainable transport information is discussed in section 3 of this report and outlines some actions to be taken on procurement issues, travel planning and the potential that autonomous vehicles may have.

Birmingham Airport has set a target to become carbon net zero by 2033 and strives to reduce emission reduction per passenger.

Arden Free Tree Scheme

A further condition of this schedule states that 'the Airport Company shall make available an annual budget of £10,000 (for a period of 20 years) for the purposes of tree planting and woodland creation schemes in Birmingham or Solihull to be agreed with the Council'. This is to help off-set carbon dioxide emissions

The Arden Free Tree Scheme is run by Solihull MBC in partnership with Birmingham Airport aimed at protecting and enhancing the rural character of Solihull by planting native trees.

Private individuals or groups who wish to create hedgerows or small woodlands on their own land can apply to the scheme for trees. Applications are open each year until August. Trees are delivered to be planted at the start of the planting season. Council officers will visit to ensure that the trees are being correctly maintained.

For 2021 the Arden Free Tree Scheme supported 21 schemes planting a total of 7161 native trees and shrubs. Eleven of these schemes were delivered

through the partnership developed with Warwickshire Wildlife Trusts' Arden Farm Wildlife Network

Waste Management

Waste recycling does not form part of the Section 106 Agreement but is reported to Solihull MBC and is included here to give information regarding recycling activities at Birmingham Airport.

Waste at the Airport is created by passengers to the Airport in the manner of food waste, newspapers, cans and plastic and glass bottles. Other types of waste such as cardboard, metals, pallets, office paper etc. is produced as business waste. Waste is sent to a waste to energy facility.

To reduce plastic waste free water refill points are to be added across the terminal site. All single use plastic use at the site is to be scrutinised and a strategy developed to determine if it is possible to achieve zero single use for plastics.

Birmingham Airport intends to develop a detailed waste management plan to further improve waste reduction and recycling rates.

Conclusion

Since the start of Covid and the travel restrictions that came into place the aviation industry remains the most challenging it has ever been and for the second year running has been a testing time for all UK airports.

The testing and quarantine requirements which were introduced caused travel issues for passengers and further hindered passenger growth but Birmingham Airport remained open since the pandemic started.

Throughout the pandemic the airport continued to have discussions with airlines regarding new destinations to be brought into place once travel restrictions are lifted and 2022 will see the return of British Airways to Birmingham Airport after an absence of 3 years.

Flybe have also announced that Birmingham Airport will be its new headquarters from 2022 and will also hold a new crew base. This is expected to create more than 200 direct jobs in the Birmingham and West Midlands region with more jobs created nationwide both of which will help the region recover from the pandemic.

As travel restrictions are removed going forward into 2022 it is expected that air traffic numbers will show a steady sign of recovery as international travel for pleasure and business becomes easier.

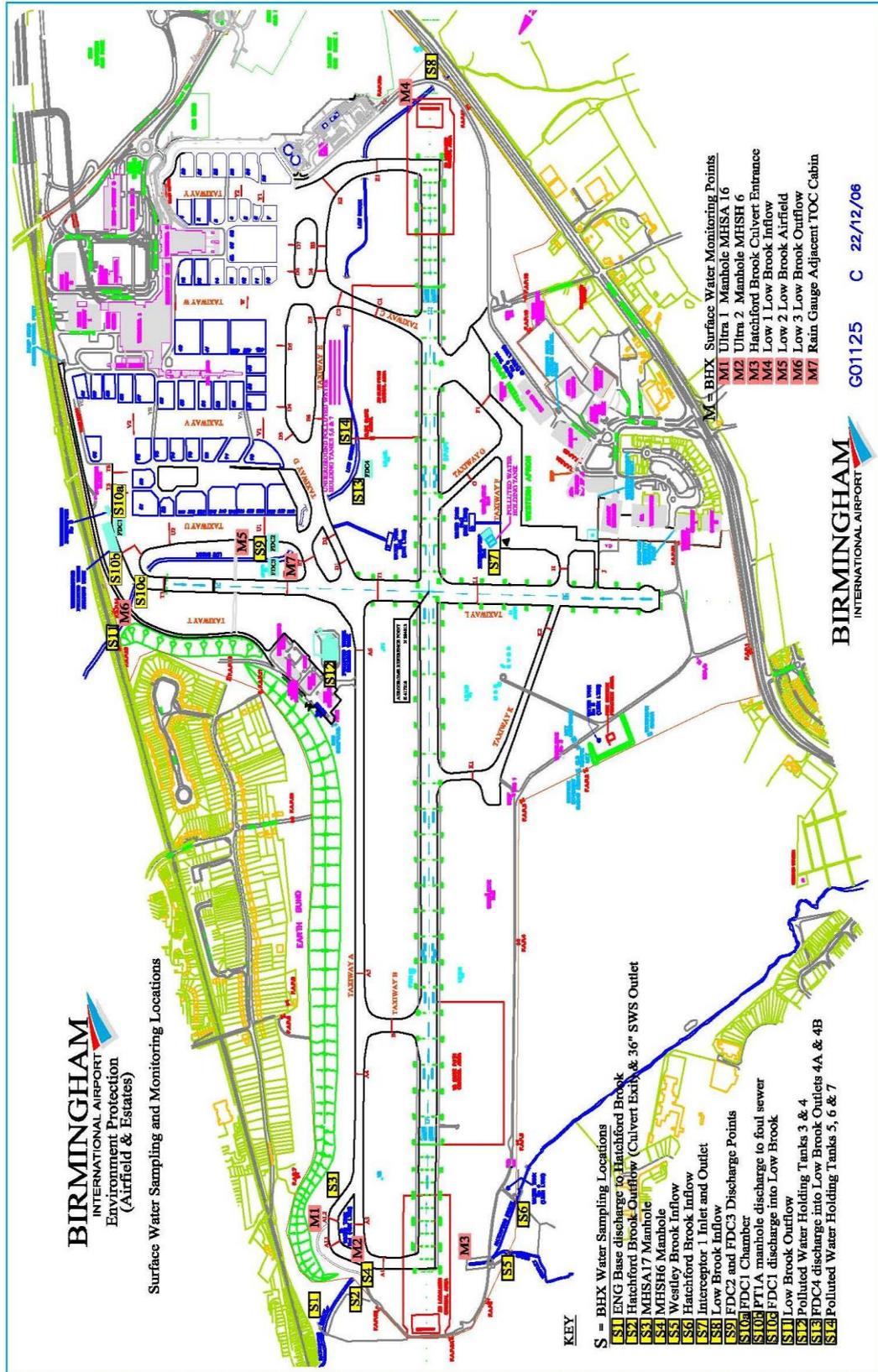
2021 saw Birmingham Airport comply with all Obligations within the Section 106 Planning Agreement.

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Map 1

Map 2- Sound Insulation Scheme Boundary

