

**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 2022.

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

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.

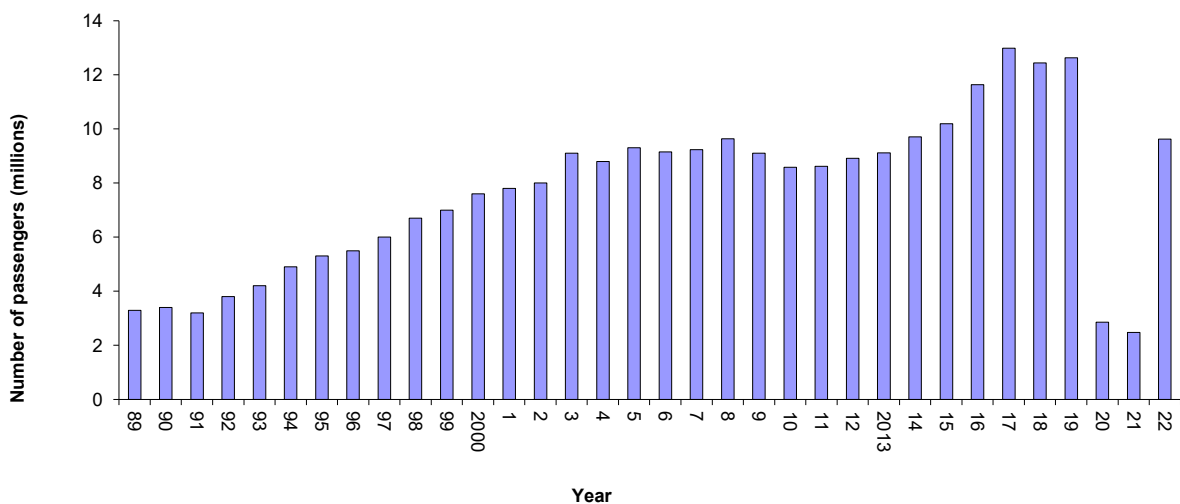
As far as practicable, the reporting period for this document has been aligned to the calendar year, with the report covering events in 2022 to enable comparison of environmental performance year on year.

The last 2 years have severely impacted travel not only in the UK but worldwide due to travel restrictions around Covid.

The Covid travel restrictions were lifted in March 2022 and throughout the rest of the year the demand for air travel steadily increased.

Passenger numbers from Summer onwards constantly recorded an increase of over 80% of numbers from corresponding months in 2019 (pre covid) The Airport is looking forward to predicted growth throughout 2023 despite the current cost of living crisis.

Figure 1. Passenger numbers at Birmingham Airport 1986-2022



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 was leased to HMRC to form one of its inland border points to relieve pressure at Dover post Brexit to December 2022. The car park will now revert to its normal operational use.

A new security hall and associated operational improvements is currently underway with a completion date of June 2024. This will enable the airport to fulfil the new baggage screening requirements which come into force at this time. It will also make passenger transit through security a speedier process.

Passenger terminal escalators will be replaced with large capacity lifts which will come into effect at the same time as the new security hall once planning permission has been granted.

Work is underway to explore opportunities to use the former Castle Hills farmhouse site and surrounding land for Solar PV to help meet future energy needs.

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.

Junction 6 of the M42 has almost reached capacity and the delays cause issues across the whole network.

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.

Further detailed accounts of all the proposed changes can be found on the National Highways website ([M42 junction 6 - National Highways](#))

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 the Birmingham Airport Surface Access Group (SAG) was formed.

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 'Air-Rail Link' system which continues to provide direct connection between Birmingham International Station and the terminal building.

HS2 (High Speed 2)

High Speed Two (HS2) early works are underway; the main compounds are in operation and the haulage road has been created and is in use.

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. 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. In 2022 the UGC obtained planning permission for a multi-storey car park to replace the surface level car park.

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 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 which has dedicated bus lanes through areas of high congestion and will form part of a long-term strategy for public transport in the west Midlands. The buses will all be zero emission vehicles

Buses using the A45 from Birmingham Airport to the city centre can bypass traffic jams to offer passengers quicker journeys and more reliable services using the dedicated bus lanes

The first phase of the upgrades was completed in 2022 to enable better links for visitors attending the Commonwealth Games events at Alexander Stadium, the NEC and Birmingham city centre.

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

National Express coaches 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.

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.

The modal split was affected by both Covid and train strikes in 2022. 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	2022 %	2023 target %
Car	60.6	48.3	47.5
Walk	n/a	0.6	0.6
Taxi	21.0	33.9	19.0
Train	14.8	15.4	25.5
Bus/Coach	2.8	1.9	4.5
Other *	0.8	0	2.9

*Includes park and ride, Air Rail link and other

Table 2 Employee Mode Shares

Mode	2010	2022 %	2023 Target %
Car	76.1	76.3	57.0
Train	6.7	9.4	13.0
Cycle	1.6	0.5	3.0
Bus/Coach	11.4	7.4	19.0
Car Share	n/a	4.4	7.0
Walk	2.0	0.6	0.5
Other**	2.2	1.4	0.5

** Includes park and ride, Metro and taxi

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.

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.

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

Car Park 6 which has been used by HMRC as an inland border point has now reverted back to its operational use from January 2023.

Table 3. Parking provision to passenger numbers 1995-2022

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
2022	15402	9.6

Car Park Levy

The Schedule 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 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 2022/23 is £560,000 which includes the balance from the previous year, less money spent on allocated projects totalling £8989.

Sustainable Transport Information

Birmingham Airport produced its [Sustainable Strategy \(2020-2025\)](#) which sets out its commitment to a sustainable future for the next five years with its priorities which will develop detailed action plans. The Strategy can be found on the Airport website.

Birmingham Airport recently trialled an autonomous bus trial which was able to carry up to 10 passengers, funded by the Greater Birmingham & Solihull Local

Enterprise Partnership, Solihull Council became the first local authority in the country to purchase a fully electric autonomous shuttle.

The vehicle uses an array of sensors to understand its surroundings and move around safely whilst interacting with other road users. It has a top speed of 20 mph and in line with legislation a safety operator was always on board. The trials helped Solihull Council get a better understanding of how they could be integrated into the Borough network in the future.

Solihull MBC is planning more trials at other locations in 2023.

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. The bus service serving all airport car park routes has used electric buses since 2019.

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 are 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 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 several 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 current scheme is now complete, and all eligible properties have been insulated. The scheme is kept under review and residents will be contacted should any new works be planned.

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 the impact of Covid no new works were undertaken last year and this will be reviewed in 2023.

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.

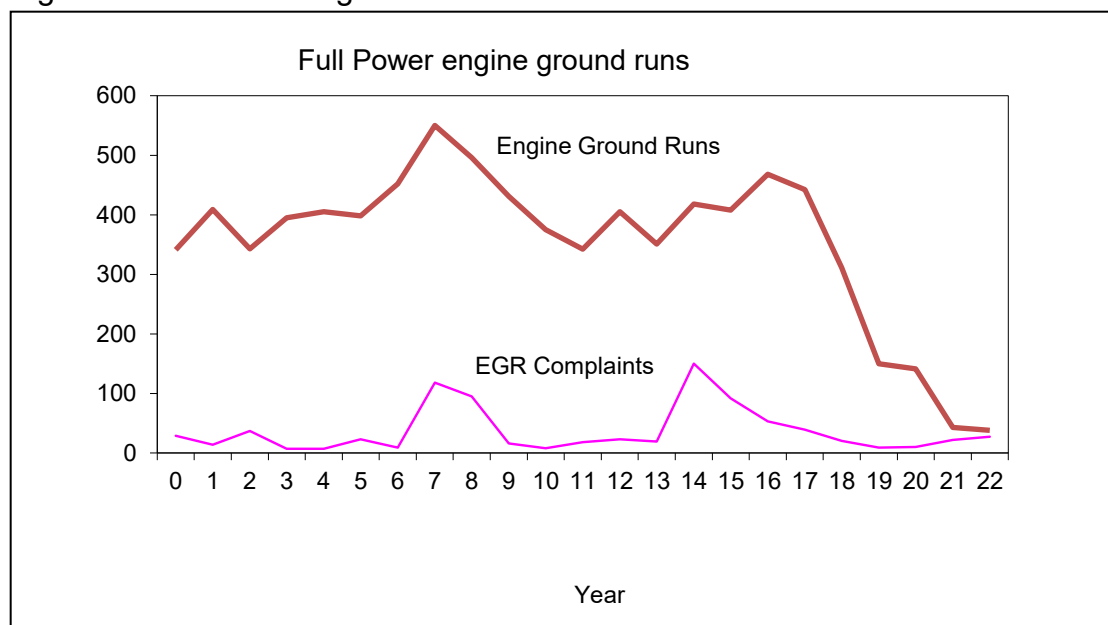
Full power engine ground runs are currently only permitted at specific locations and are not allowed during the night time period.

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.

To comply with the Regulations, the contours were due to be renewed in 2021. However, the traffic movements in 2021 did not reflect true numbers as air traffic was severely reduced due to Covid. BAL raised concerns with Defra and as a

result Defra have allowed the Airport to use additional data from 2019 to make the results more representative of normal use.

The strategic noise mapping data will be used to produce an updated noise action plan for 2024-2028.

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, a reduction in emissions and lowering 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
2022	202	0	27

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

Noise complaints for 2022 were slightly higher than previous years due in part to a small number of people who registered multiple complaints. The expected increase in noise complaints after travel restrictions were lifted did not happen.

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 Airport activities.

Since the Fund started over £1.8m has been invested in 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 is 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 set limit 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 launched a consultation into night flying policies initially for London airports and a second part of the consultation focussed on the options of night flying policies beyond 2024 at designated airports and nationally.

The consultations are now closed but 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 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 focus 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 ATM's will remain at 5% of total ATM's (Air Transport Movements) based on the maximum Annual Limit for ATM's 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 1997-2022

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		
	Total	5111	4		57
2010-11	Summer	4319	12		

	Winter	1364	14	4000	
	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
2021-22	Total	5505	13	4000	43

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
21/22	547

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 then the 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 2021-22 there were 3 violations of the Night Flying Policy.

Table 8 Night Flying Policy violations 2020/21 (Nov 21 to Oct 22)

Date/Time	Flight No	Runway	Aircraft Type	Max Level dB(A)
28/04/22	VKA189	15	AN26	86.3
06/01/22	VKA141	33	AN26	83.5
24/02/22	VKA159	15	AN26	87.1

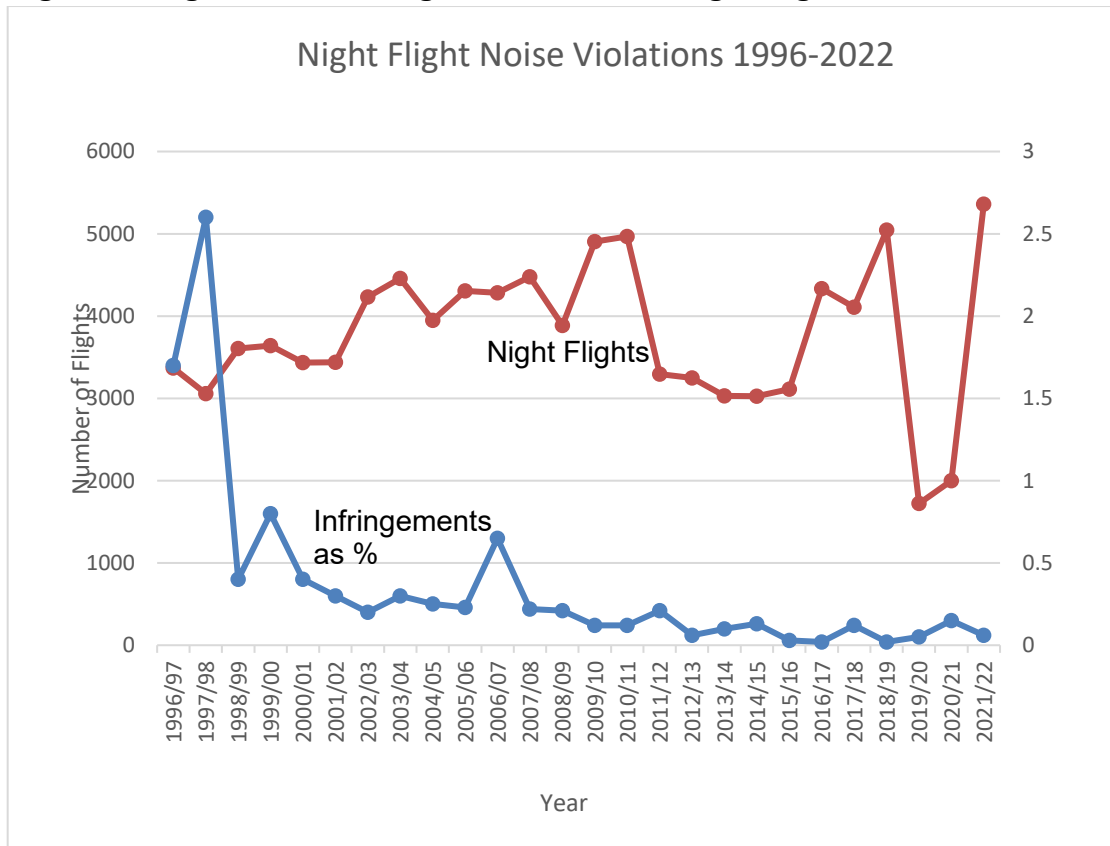
The table below details the night noise violations at Birmingham Airport since 1996 with an additional year 1990/91 included for comparison.

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
2021/22	5362	1952	3	0.06

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 roof of a property 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 since 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.

BAL wrote to 26 properties, forming 8 blocks under Phase 20 (2022/23) of the Vortex Protection Scheme which were identified as medium risk. Works on three blocks were completed in October/November, with further roofing works scheduled in for February and March.

There were 4 vortex strikes reported in 2022. Three of these were to properties in Kitts Green and one to a property at Hampton in Arden. All had

immediate repair works carried out and added to the Vortex Protection Scheme waiting list for roofing works as per the requirements of the scheme.

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.

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 2022 all of the air quality objectives were met at the monitoring station apart from Ozone (O₃). This is a trans boundary pollutant which is difficult to control by local measures and is not included in Local Air Quality Management routines. The results of other pollutants 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 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 $\mu\text{g m}^{-3}$, 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 2022 (results are not verified).

Pollutant	Birmingham Airport	Birmingham A4540	Birmingham Ladywood
PM ₁₀ (µg m ⁻³)	11.5	16	13
PM _{2,5} (µg m ⁻³)	7.3	9	8
NO ₂ (µg m ⁻³)	15.4	21	17
O ₃ (µg m ⁻³)	51.4	40	53
SO ₂ (µg m ⁻³)	0.7	Does not measure SO ₂	1
CO (mg m ⁻³)	0.2	Does not measure CO	Does not measure CO

The Airport has a number of on-going initiatives 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. The number of complaints received since 2000 have been minimal and they are no longer recorded separately.

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.

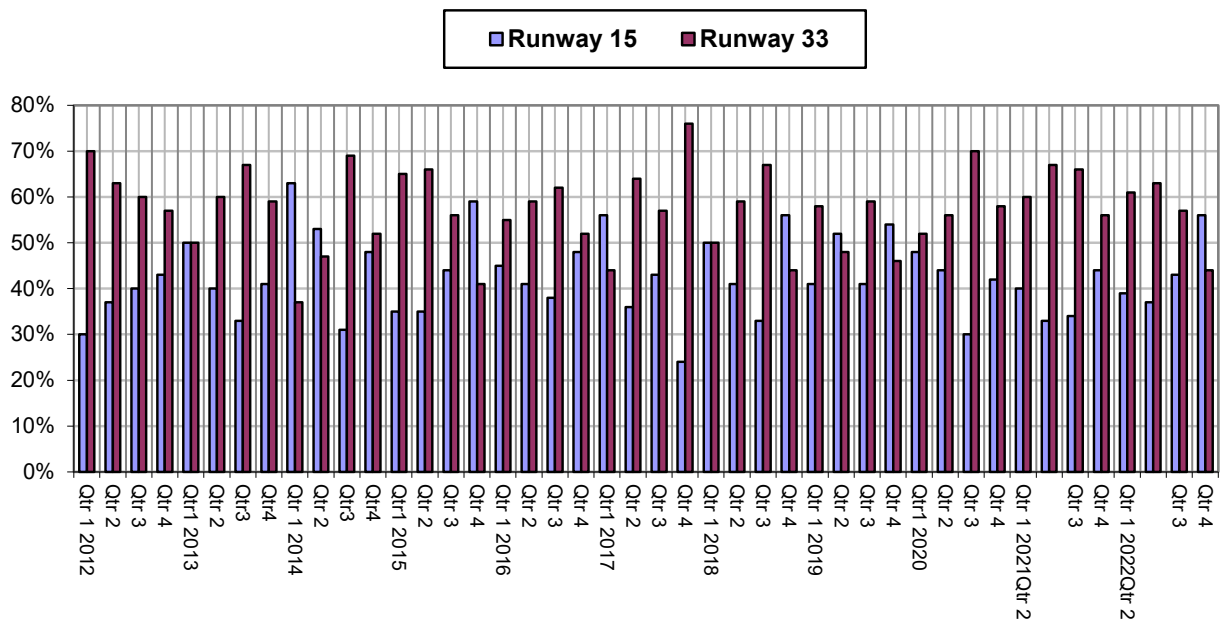
Departing aircraft have set routes they are required to follow until they get to a certain height. However, on arrival aircraft have no set routes until they are established on the Instrument Landing System.

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 the runway usage and not the Airport activities.

The use of a Noise Preferential Route (NPR) is mandatory until their requisite altitude has been 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 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 regular 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 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 92% 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 introduced, 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 departure helps 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 the associated travel restrictions created an unprecedented decline in air travel not only at Birmingham Airport but for all UK airports in 2021. As the travel restrictions were removed the demand for air travel steadily increased throughout the year and although the numbers for 2022 were not at their pre covid level they had increased significantly from the previous year.

Table 12. Total air traffic movements at BAL 1996-2022

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
2022	80,389

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 which is to invest in a range of local projects, which benefit the community and environment. 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 2021/22 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 1998-2022

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
2022	77,992

Table 14. Community Trust Fund awards for the financial year 2021/22

Name	Area	Awarded £	Purpose
Birmingham Impact FC	Ward End	3000.00	Shipping Container for office space & storage
Connection Church	Kingshurst	3000.00	Café tables & kitchen equipment
Green Lane Masjid & Comm Ctr	Small Heath	3000.00	Fencing equipment
Unite & Uplift CIC	Bordesley Green	2090.00	Golf simulator
1st Meriden Scout Group	Meriden	3000.00	Kitchen equipment, gazebo, and tents
St Leonard's Church	Marston Green	3000.00	Replacement boiler for church hall
Urban Devotion Birmingham	Erdington	2998.64	Games & catering equipment for mobile youth venue
Elms Farm Primary School	Sheldon	3000.00	Security fencing
St Peter's Hall	Balsall Common	3000.00	Commercial dishwasher
SJB Juniors FC	Chelmsley Wood	3000.00	Gym equipment
Sutton Sailing Club	Streetly	3000.00	Stand up paddleboards and equipment
Ex Urbe	Henley in Arden	889.13	Music stands and folders
Streetly Tennis Club	Streetly	3000.00	LED lighting
Marsh Hill Primary School	Erdington	3000.00	Multi use games area
Tudor Grange Academy Solihull	Solihull	2036.39	Equipment & Supplies for Garden Courtyard Project
Yew Tree Primary School	Solihull	1798.00	Scooter parking facility
Rainbow Alliance	Kingshurst	3000.00	Catering Equipment
Old Silhillians Hockey Club	Knowle	2000.00	Sports Equipment and Storage
Greyhound Crown Green Bowling	Erdington	3000.00	Lawn Aerator & Sprayer
St Margaret's School Parents Assoc	Olton	3000.00	Building works to sports pavilion
All Saints Church Shard End	Shard End	500.00	Arts and Crafts Materials and Equipment
Rajo Radio	Bordesley Green	3000.00	Radio Broadcasting Equipment
Bromford Bridge Christian	Bromford	2790.43	Furniture & Catering Equipment
Marston Green Netball Club	Marston Green	3000.00	Resurfacing of Netball Court
Solihull Moors Foundation	Damson Wood	2890.00	Sports Equipment
Headway Birmingham & Solihull	Wylde Green	3000.00	Contribution towards cost of minibus
Saheli Hub Washwood Heath	Washwood Heath	3000.00	Cycles and Associated Equipment
Kitts Green Church	Kitts Green	3000.00	Kitchen Equipment
Catherine de Barnes Village Hall	Catherine de Barnes	3000.00	Resurfacing of Car Park
Bickenhill Church Hall	Bickenhill	3000.00	Replacement Windows and Door

February 2020 was the start of a new 3-year partnership with Solihull Mind.

The charity provides a range of services to those with mental health problems and works across the Borough with support reaching many communities near the Airport.

There is now a contactless donation point to facilitate donations to Solihull Mind along with the existing coin spinners to collect cash donations in all currencies.

A new relaxing green space garden has been created in conjunction with Solihull Mind near the south terminal to support wellbeing initiatives. This is open to both staff and passengers.

The community investment policy along with the community trust guidelines are available on the Birmingham Airport website along with the Corporate Responsibility.

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 several 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 2022 and quarterly steering group meetings were held in February, May, and November with a site visit in June.

The Grade 2 listed building at Castle Hills Farm which formed part of the HEELMP and was partially destroyed by fire several years ago has since been de-listed and demolished. The associated barns which were not separately listed have now also been demolished. The only sense of the former moated site, castle and farmstead that now exist are the dry arms of the moat and the general unevenness in the area on this locally high point.

Protected Species

Middlemarch Environmental were contracted to undertake the HEELMP protected species monitoring for 2020-2024. They submitted the 2022 report in November which has identified the following:

White-clawed crayfish.

The 2022 daytime and nocturnal surveys for white-clawed crayfish returned negative results. During 2022 the results of the eDNA surveys did not detect any white-clawed crayfish as being present within the 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. The upper receptor pools remained free of signal crayfish, however this year were negative for white-clawed crayfish. All the samples were negative for crayfish plague.

During 2022, the eDNA samples were taken during a period of drought. It therefore cannot be established if the drought has had a negative effect on the white-clawed crayfish, potentially causing the small population to become locally extinct, or, if the crayfish eDNA previously detected has been washed down from a population slightly further upstream within the privately owned section of the brook. Due to the lack of flow, any eDNA from upstream would not have been washed downstream. The lack of signal eDNA and crayfish plague within the upper receptor pools would indicate that the lack of white-clawed crayfish eDNA is not down to the presence of Signal crayfish further downstream.

The drought and lack of flow creating bare areas of the stream may have slowed down the spread of the signal crayfish in 2022.

Due to the declining quality of the habitat, and the potential absence of white-clawed crayfish, and the presence of signal crayfish, the White-clawed Crayfish Species Recovery Plan (Report Number RT-MME-153945) produced by Middlemarch Environmental in 2021 will continue to be actioned.

Subject to necessary permissions and securing funding this will include the installation of a barrier under the A45 and a temporary barrier below the upper receptor pools. Additional eDNA test could also be undertaken of the upper pools once the water is flowing again and the crayfish are moving, ideally including locations higher upstream on the private land. If white-clawed crayfish are confirmed as present, then the White-clawed Crayfish Species Recovery Plan should continue to be actioned. If negative results are returned, then the continuation of the Recovery Plan will be reviewed.

Bats

In 2022, two species of bat (brown long-eared bat and soprano pipistrelle) were recorded in four bat boxes. Evidence was found in the form of bat droppings in an additional three bat boxes.

Birds

Two owl boxes contained evidence of barn owl including the observation of individual owl, single egg and 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 only a single barn owl was present at the time of survey, it cannot be accurately ascertained if these were two separate pairs.

To gather more information on site occupancy rate and breeding success of the Barn Owls on site, licensed volunteers from the Arden Ringing Group will monitor potential nest sites during the 2023 breeding season.

The kestrel box was empty at the time of survey.

In April 2022, the Habitat Biodiversity Audit (HBA) Team, managed by Warwickshire Wildlife Trust confirmed the Local Wildlife Site (LWS) designation for the Bickenhill Meadows Site of Special Scientific Interest (SSSI).

Double designation is rarely given, however the LWS surveys are of a very high standard and the report confirms the site as one of the best examples of an unimproved MG4 grassland community in the Borough.

In summer 2022 the HBA completed the LWS resurvey of Castle Hills Farm. At the time of writing the updated data and revisions to the LWS were being considered by the panel of experts including representatives from Warwickshire Wildlife Trust, Natural England, Solihull MBC & Warwickshire County Council Ecological Services plus local independent experts.

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](#).

The Health Forum met in July 2022 and discussed current initiatives and plans in development post-Covid.

Areas for collaboration were identified, with particular emphasis on air quality issues and a visit to the air quality monitoring site at the airport was undertaken.

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.

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/>

The Sustainability team has provided advice to support The Pump in reducing its energy use and carbon footprint. The Pump is a youth project occupying a purpose-built location directly beneath the extended centreline in Kitts Green. BAL has been closely involved for many years following its provision of seed funding back in the early 2000's.

14. Employment

Birmingham Airport works closely with Solihull MBC, business forums and major employers in the area along with other parties to promote a programme of on-site training, work experience and graduate placement schemes.

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 by supplying on-site training, work experience and graduate placement schemes.

As the demand for air travel increased throughout 2022 job opportunities arose throughout the airport with recruitment continuing to include the summer of 2023. Interest in airport employment is currently strong and applications had returned to pre covid levels which is very positive.

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

The Airport's Sustainability Strategy (2020-25) outlines the Airports achievements and future goals to reduce its impact on both its neighbours and the environment. The report includes the Airports 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 also 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.

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

The Net Zero Carbon Management Plan 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.

To deliver this target Birmingham Airport will make significant investments to make changes across the airport site. A key element of the Net Zero plan will be the installation of on-site renewable energy generation to meet future energy consumption. A site wide assessment has been commissioned to determine the suitability of solar photovoltaic locations and these will be installed at appropriate locations pending the outcome of the report.

Upgrading of the lighting systems will also continue throughout the Airport to change to low energy LED lights where possible. The lights are brighter than the current lighting to provide better surroundings for passengers as well as being more environment friendly.

A Net Zero Working Group has been developed and meets on a regular basis to support the delivery of energy and carbon savings across the site for all key business areas.

Greenhouse Gas Emissions

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 must be included.

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.

Scope 3 emissions are indirect emissions that are a result of operations associated with Birmingham Airport, but which occur from sources not owned or controlled by it.

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, the Airport will now 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.

Following the publication of the Greenhouse Gas Emissions report, Birmingham Airport is looking to achieve level 3 Airport Carbon Accreditation which will show its commitment to Net Zero.

Airport Carbon Accreditation is a global carbon management certification programme for airports and provides a common framework for active carbon management with measurable goalposts. and is site specific.

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*	2021/22
Tonnes of CO ₂										
Scope 1 (gas, owned transport, fugitive emissions)	6,041	5,433	4,939	5,193	5,049	6,013	5,309	4319	3431	4087
Scope 2 (Purchased Electricity)	19,001	18,460	19,302	17,418	15,743	13,406	11,383	5996	4218	4518
Total Gross Emissions	25,042	23,893	24,241	22,611	20,792	19,419	16,691	10,315	7,649	8605

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

Table 16- Scope 3 emission totals (Fiscal year)

	2012/13 Tonnes CO ₂ e	2015/16 Tonnes CO ₂ e	2018/19 Tonnes CO ₂ e	2019/20 Tonnes CO ₂ e	2020/21 Tonnes CO ₂ e	2021/22 Tonnes CO ₂ e
LTO cycle	105,428	103,123	116,959			36,823
Passenger Travel	36,135	168,515	140,740			33,991
Train-business travel	4	2	3			0
Flights-business travel	212	143	97			12
Car-business use	3	4	5	91	50	31
Waste Management	33	33	60			6
Water use and treatment	208	394	386			160
Electricity transmission and distribution	1501	1438	967			400
Total Scope 3	143,524	273,652	259,216			77,928

(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 several 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 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.
- 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 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 entered a new partnership with Zero Avia as part of emissions savings. The company have already successfully flown a prototype hydrogen/electric prototype aircraft whose only emission is water. The partnership will explore the creation of on-airfield hydrogen refuelling with the longer-term aim of passenger flights in zero emission aircraft.

The [Net Zero Carbon Plan](#), the [Greenhouse Gas Emissions](#) report and the [Sustainability Report](#) are all available on the Birmingham Airport web site.

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 2022 the Arden Free Tree Scheme supported 22 schemes planting a total of 10,710 native trees and shrubs. Thirteen 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 have been installed 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. A Plastic Reduction Strategy has been implemented and its main aim is to reduce plastic waste throughout the whole site.

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

Conclusion

The outbreak of Covid and the varied travel restrictions that came into place proved to be one of the most challenging times that the aviation industry world-wide has had to contend with. Although Birmingham Airport remained open throughout the pandemic, the travel and quarantine requirements severely hindered passenger growth.

As soon as travel restrictions were lifted in 2022 Birmingham Airport saw a steady increase in passengers as people once again had the ability to travel for business and leisure.

Passenger numbers and business recovery overall was good not only for Birmingham Airport but the industry as a whole. Passenger numbers were helped by the visitors watching the Commonwealth games held in the region.

Passenger numbers from June onwards recorded an increase of 80% compared to pre covid data and is predicted to continue to rise in the coming year.

Environmental issues continued to be of key importance to the business and the Airport has set out its plans to become Net Zero ahead of Government targets.

Birmingham airport has continued to attract new airlines and existing airlines have increased flight availability to popular destinations which show high demand, and the airport is looking forward to continued growth in 2023 despite concerns about a cost-of-living crisis.

2022 saw Birmingham Airport comply with all Obligations within the Section 106 Planning Agreement.

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SOLIHULL LOCAL PLAN

Map 1- Sound Insulation Scheme Boundary

