

**BIRMINGHAM INTERNATIONAL AIRPORT - AIRPORT CONSULTATIVE COMMITTEE
WEDNESDAY 26 APRIL 2006 AT 2.30 PM**

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Present: Mr V Astling OBE - Chairman

In attendance from Birmingham International Airport Ltd:

Mr R Heard - Managing Director.
Mr S Hill - Head of Planning & Transportation.
Mr J Wilson - Head of Community & Environment.

In attendance from Solihull Metropolitan Borough Council:

Mr M Blamire-Brown - Representing the Secretary.
& Mr J Bright

Balsall Parish Council - Cllr M Longfield
Balsall Common Residents Association - Mr D Ellis
Berkswell Parish Council - Cllr D Hitchcock
Bickenhill Parish Council - Cllr D Williams
Birmingham City Council - Mr G Tringham
Catherine de Barnes Residents Association - Mr R Hogg
Chestnuts Neighbourhood Forum - Mr S Degun
Consumers Association - Mr P Orton
Dudley Metropolitan Borough Council - Cllr L Turner
Fordbridge Town Council - Mr J Alcock
Hampton Society - Mr A Minton
Knowle Society - Mr J Rowley
Marston Green Residents Association - Mr J Stevens
North Warwickshire Borough Council - Cllr B Moss
Sheldon Residents Association - Mrs M Kennett
Smith's Wood Parish Council - Cllr F Churchill
Solihull Metropolitan Borough Council - Mr P Kershaw
Wychwood Club - Mr G Heaps

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Apologies were received on behalf of: -

BA Connect Ltd	- Mr K Ilsley
Bickenhill Parish Council	- Cllr P Southwick
Birmingham City Council	- Cllr J Whorwood
Birmingham City Council	- Cllr M Byrne
Chelmsley Wood Town Council	- Cllr A Harper
Coventry City Council	- Cllr N Lee
Friends of Edmdon	- Mr S Richmond
Poolway Housing Liaison Board	- Mr L Jackson
Sandwell Metropolitan Borough Council	- Cllr Dr T Crumpton
Solihull Chamber of Commerce	- Mrs D Farley
Solihull MBC	- Cllr J Hawkswood
Solihull MBC Planning Services	- Mr L Osborne
Solihull MBC	- Cllr Sleigh
Staffordshire County Council	- Cllr R Smith
Wolverhampton City Council	- Cllr J Reynolds

1. INTRODUCTIONS

The Committee welcomed Mr Sukhbir Degun, of the Chestnuts Neighbourhood Forum to the meeting.

Separately and in addition to a letter previously circulated by the Airport Company to Members of the Committee, the Airport Company outlined the revised structure for the Corporate & Community Affairs Division, which had come into effect as from 1 April 2006, i.e. the Community & Environment Department (headed by Jack Wilson) and the Planning & Transportation Department (headed by Stephen Hill).

2. MINUTES

The Minutes of the meetings of the Airport Consultative Committee, held on 1 March 2006 were submitted.

RESOLVED

That the Minutes of the meeting held on 1 March 2006, be confirmed as a correct record.

3. MATTERS ARISING FROM THE LAST MEETING

Community Trust Fund – following concerns raised at the last meeting regarding the reporting of the work of the Trust Fund, the Airport Company reiterated that a full account of the Trust was published in the Annual Monitoring Report, which recorded all the awards they had provided in 2005. This information was noted by the Committee. In addition, the Airport Company advised that, in future, the Community Affairs section of the Airport Activities Report would include, as appropriate, a listing of the Community Trust Fund awards made at the Spring and Autumn meetings of the Community Trust Fund. This information was noted by the Committee.

RESOLVED

That the contents of the report be noted.

4. AIRPORT ACTIVITIES REPORT – JANUARY TO MARCH 2006

The Airport Company presented their Airport Activities report for the period January to March 2006. The contents of the report, on the following topics, were taken as read.

- Passenger, Cargo and Aircraft Movements.
- Flight Punctuality Statistics.
- Market Development – Aviation and Commercial.
- Customer Services.
- Operations.
- Airport Development.
- Planning, Environment and Transportation.
- Community Affairs.

Discussion Points

Consumers Association (Mr P Orton) – spoke with regard to Section 5 - Market Development - Aviation and noted that the Airport Company had recently launched a series of new services, including BA Connect. Mr Orton asked whether the Airport was trying to meet specific targets with regard to developing new routes. The Airport Company confirmed that they were not. Mr Orton also made reference to regional airports in France and questioned why BHX did not cover many of these. The Airport Company emphasised the significant number of airports in France, and explained that BHX had eight routes to France, covering the major ports, including Paris, Lyons and Nice. The Airport Company also explained that they would be placing greater emphasis on developing routes to Eastern Europe due to a current lack of services there. Mr Orton noted that in his experience whilst travelling, there had been considerable demand for flights to French Airports not covered by BHX and expressed the view that the Airport Company should look at developing routes to meet this demand.

Chestnuts Neighbourhood Forum (Mr S Degun) – referred to the Draft Master Plan consultation exercise which concluded on 30th March 2006 and emphasised the lack of residents' awareness in his local area regarding the proposals. Mr Degun questioned whether a further consultation exercise could be conducted. The Airport Company recalled the high profile media launch that had been undertaken for the Draft Master Plan Consultation and noted the further publicity measures that had been undertaken, such as distributing newsletters to local communities as well as a series of public exhibitions. The Airport Company also emphasised that the public consultation was undertaken for five months – significantly longer than the twelve weeks recommended. As a result, the Airport Company stated that they would not be conducting any further public consultation.

Marston Green Residents Association (Mr J Stevens) – explained that he had spoken about Section 1 – Passengers at the previous meeting and had made reference to “passengers per aircraft” and “load factors”, and requested further clarification in respect of the “average load factor” by percentage. Mr Stevens questioned how the percentages were calculated and queried what the figures signified. The Airport Company explained that the “average load factor” percentages were calculated by dividing the number of seats sold on an aircraft by the total number of seats available. However, the Airport Company noted that passengers might (and did) book seats but not use them, specifically in the case of budget airlines. Mr Stevens also emphasised that aircraft operations in the Marston Green area had been noticeably noisier, with certain aircrafts sounding very “heavy”. Mr Stevens also made reference to aircrafts that had “load factors” of over 80% and expressed his concern that this was having a detrimental effect on the local community, whereby windows and doors in properties had been affected by vibration.

RESOLVED

That the contents of the report be noted.

5. ENVIRONMENTAL MONITORING REPORT – JANUARY TO MARCH 2006

The Airport Company presented their Environment Monitoring report for the period January to March 2006. In presenting the report, the Airport Company informed the Committee that the table for Item 2.5 – Night Movements Registering >87dB(A) should be amended to state that a surcharge had not been made against the Thomsonfly airline. The report, as submitted, was then taken as read.

Discussion Points

Marston Green Residents Association (Mr J Stevens) – highlighted Item 1.3 – Engine Ground Running, and noted the significant rise that had been recorded in March. BAConnect had advised that there had been a handback of 2 Regional Jet aircraft to their leasing company, which required a series of engine changes and associated ground runs (this was above “normal” totals). There were no community complaints regarding Engine Ground Running during March 2006.

Mr Stevens also referred to Section 5 – Complaints Relating to Aircraft Activity and expressed concern regarding the rise in complaints recorded in March. Mr Stevens stated that EMWG would like to receive explanations when the number of complaints relating to aircraft activity rose significantly. The Airport Company explained that a considerable proportion of the complaints stemmed from two individuals from the same address in Catherine de Barnes, whilst eleven of the thirteen night concerns related to one individual from Honiley. The Airport Company explained the difficulty in analysing the complaint figures if they related to a small number of individuals. However, they did confirm that they would be happy to provide explanations of the causes behind the complaints.

Balsall Common Residents Association (Mr D Ellis) – made reference to Item 2.5 – Night Movements Registering >87dB(A) and queried whether the surcharge that had been levied against Thomsonfly had been dropped because ANOMS 8 had not been launched at that stage. Mr Ellis noted that ANOMS 8 should be more sensitive and accurate in detecting night noise exceedences. The Airport Company confirmed that the surcharge had been dropped due to genuine weather factors. Mr Ellis highlighted that the night noise exceedence had been recorded in February, and queried how long the Airport was willing to give an Airline to appeal against such a surcharge. It was noted that the noise level violation was waived after the Airport Consultative Committee papers had been sent out. The response from the airline regarding the surcharge was within the agreed time period and the delay in waiving the surcharge was due to internal discussions between the Airport Company and the airline.

Mr Ellis also referred to Item 2.3 – Airline Night Utilisation and pointed out that nothing was recorded for BHX in January and February, whilst a considerable rise was recorded in March. Mr Ellis also stated that the Quota figure recorded for BHX in March was extremely high at 23 and queried whether the reported figures were correct. The Airport Company acknowledged that the table presented was incorrect for British Airways and Thomsonfly and correct information would therefore need to be circulated. However, it was noted that the totals were the same as those presented to Airport Consultative Committee.

Chestnuts Neighbourhood Forum (Mr S Degun) – drew the Committee’s attention to Item 4.1 – Oily Deposits Investigations which identified that no figures had been recorded and queried whether any samples had been taken. The Airport Company explained that no complaints had been received regarding oily deposits during the reporting period so no samples had therefore been taken.

RESOLVED

That the contents of the report be noted.

[post meeting note – a corrected version of the Airline Night Utilisation Table is attached as Item 10 – Appendix.]

6. LOCAL COMMUNITY RELATIONS & COMMUNICATIONS

The Airport Company invited the Committee to consider a report regarding Local Community Relations and Communications. The report, as submitted, was taken as read.

Discussion Points

Berkswell Parish Council (Cllr D Hitchcock) – welcomed the new arrangements and procedures to improve communications with local communities. He also requested that the Airport Company use clear and concise language and maintain good standards of clarity and promptness when communicating with local communities.

RESOLVED

That the Local Community Relations & Communication report be endorsed.

7. ENVIRONMENTAL MONITORING WORKING GROUP

The Chairman of the Environmental Monitoring Working Group invited the Committee to receive both the minutes of the meeting held on 5 April 2006, together with his report. The minutes and report were taken as read.

Discussion Points

The Chairman of EMWG (Mr J Stevens) – in presenting his report to the ACC, drew the Committee's attention to the discussion that had taken place at the Working Group meeting regarding aligning the reporting period for the Environment Monitoring Report to enable the same report to be discussed by both ACC and EMWG. The Chairman explained that the Environment Monitoring Report currently considered by the EMWG contained information that was a month behind that which was discussed at ACC. The Airport Company acknowledged this, but emphasised that it may take until next year to align the meetings and reporting frameworks.

The Chairman also highlighted complaints relating to aircraft activity and expressed local concerns regarding noisy aircraft operations that sounded very "heavy". The Chairman noted that local properties had been affected by vibration and queried whether there were any explanations for this occurring. The Airport Company stated they would take account of this, but emphasised that it was not possible to explain why this was occurring, as vibration was extremely difficult to measure. It was also reported that there was no equipment available to measure the level of vibration in domestic properties.

The Chairman also made reference to the development of the Master Plan and queried who would be leading the Plan's evolution and dealing with general ongoing queries as well as the compensation scheme in particular. The Airport Company explained that they had started to review the responses from the consultation process but had yet to begin any detailed analysis, so as a consequence there was little information to be reported at this stage. The Airport Company also emphasised they would have to consult with Shareholders and local Stakeholders prior to making any major announcements regarding the Master Plan development. On the issue of compensation, the Airport Company confirmed this would be addressed within the Master Plan, rather than being dealt with as a separate matter.

A discussion also took place regarding West Midlands International Airport Ltd's proposals for the revision of their Noise Preferential Routes and Standard Departure Routes. Mr J Stevens questioned what the implications were for BHX.

The Airport Company - stated that the proposed NPRs from WMIAL, which were the subject of a current consultation organised by Jones Day, were related to the current Planning Application and ongoing Public Inquiry at Leamington Spa for a 2 MPPA passenger terminal at Coventry Airport. It was also emphasised that the Airport Company would be pursuing an objection to the Application. The Managing Director also explained that the Airport Company had only just received the consultation material and was not in a position at that stage to make any comment on the proposals. He noted that BIA would be submitting a response in due course and would be happy to circulate that to the Committee.

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Birmingham City Council (Mr G Tringham) – explained that he had attended the EMWG meeting on 5 April 2006 and had been requested to attend the ACC meeting to discuss the Environmental Complaint Analysis. Mr Tringham detailed how the volume of houses affected by the noise at BHX was second only to Heathrow Airport and emphasised that the number of complaints received was relatively low in relation to the volume of local residents. Mr Tringham stressed that in the 1980s, residents around the Airport site had a poor perception of the Airport and did not believe they were willing to address the issue of aircraft noise.

However, the Airport Company had since introduced a number of measures to overcome concerns regarding noise, which now meant local residents had greater confidence in the Airport Company and the way in which it dealt with their complaints. It was noted that the local residents' perception of aircraft noise and their inclination to complain was subjective and dependent upon their relationship with the Airport Company. Mr Tringham stated that the Airport Company should actively market its good record for dealing with local residents' complaints, as well as its efforts to introduce noise management systems, such as ANOMS 8. The Airport Company thanked Mr Tringham for attending the meeting and stated they were happy to take his comments on board.

Mr Tringham also made reference to the proposed Noise Preferential Routes (NPR's) from WMIAL and noted the short period of time that had been allowed for public consultation. Mr Tringham expressed the view that the Committee was not in a position to respond due to a lack of information available at this time. It was stated that the Airport Company should request further information from WMIAL regarding the impact of the expansion on the NPR's, as well as an extension to the consultation period.

RESOLVED

- (i) That the contents of the minutes and report be noted; and
- (ii) That representations be made that the Airport Consultative Committee had only just received the consultation material regarding NPR's and was not in a position at this stage to make any comments on the proposals. The Committee would like to receive further information regarding the impact the proposals would have upon Birmingham International Airport's Noise Preferential Routes and to request that the consultation period be extended, so the Committee could submit a response in due course.

8. PASSENGER SERVICES AND SURFACE TRANSPORT WORKING GROUP

The Chairman of the Passenger Services and Surface Transport Working Group invited the Committee to receive both the minutes of the meeting held on 4th April 2006, together with his report. The minutes and report were taken as read.

Discussion Points

Chairman of PSSTWG (Cllr Longfield) – drew the Committees attention to concerns raised at previous Working Group meetings regarding the UK Immigration Service and the potential reduction of service at Birmingham by the need to share staff with Coventry Airport. The Airport Company confirmed that a number of new immigration employees should begin at the start of the summer season in order to manage the anticipated rise in passenger numbers.

The Chairman also made reference to the ban on smoking in terminals areas that would start in September 2006, prior to the national ban on smoking. He queried whether the Airport Company would consider opening an area for smokers in the terminal buildings, noting that some passengers who dislike flying found that smoking calmed their nerves before their flight. The Airport Company emphasised this was a difficult issue and explained that they received more complaints regarding people smoking, rather than a lack of smoking area. It was also noted that many of the Airport's bars and cafes were also introducing their own ban prior to the national one. The Airport Company stated it was unrealistic to introduce

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a smoking area in the terminal buildings for twelve months and highlighted the expense of introducing necessary equipment, such as extractor fans.

RESOLVED

That the contents of the minutes and report be noted.

9. DATE OF NEXT MEETING

The next meeting would be held on Wednesday, 26th July 2006 at 2.30pm at Diamond House.

10. ANY OTHER BUSINESS

The Airport Company – informed the Committee that John Baggott, the Land Use Planning Manager, was to leave the Airport Company. The Committee expressed their thanks to Mr Baggott for his work and wished him well for the future.

RESOLVED

That the contents of the report be noted.

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11. APPENDIX

Airline Night Utilisation Table

Airline	Jan-06		Feb-06		Mar-06	
	ATM	Quota	ATM	Quota	ATM	Quota
Aer Lingus	1	0	2	1.5	4	1.5
Aerosvit Airlines	4	1.5	4	1	4	2
Air Atlanta Europe	10	5	11	5.5	9	4
Air Contractors	17	5.5	16	5	13	2
Air India	1	2	1	0	0	0
Air Malta	3	2	2	0	0	0
Air Slovakia	3	0	7	6.5	7	1.5
Astraeus	1	0	3	2.5	0	0
BMI Baby	10	3	4	2	11	4
British Airways Connect	9	2.5	16	2.5	22	1.5
Centreline Air Charter	1	0	0	0	0	0
City Jet	0	0	1	0.5	0	0
Corporate Executive Jets	2	0	0	0	2	0
CSA Czech Airlines	0	0	1	0	1	1
Cyprus Airways	3	0	4	1	4	2
Edinburgh Air Charter	0	0	1	0	0	0
Eirjet	0	0	1	0	2	1.5
Emirates	0	0	0	0	1	2
Eurojet Aviation Ltd	3	0	0	0	4	0
European Aviation Air Charter	0	0	2	4	0	0
Excel Airways	0	0	1	0.5	0	0
First Choice	7	4	7	3.5	5	2.5
Flightline	1	0	0	0	0	0
Fly Be (British European)	7	0.5	5	1.5	5	1
KLM/UK	1	0.5	0	0	2	1.5
London Executive	0	0	1	0	1	0
LTE International	3	1.5	3	2.5	0	0
Lufthansa	7	1	13	2	11	4
Monarch Airlines	35	11	31	13	33	11.5

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My Travel	14	6	13	4.5	19	6
NetJets Transportes Aereos	0	0	1	0	0	0
Pakistan International Airlines	2	3	0	0	2	0
Ryanair	0	0	1	0.5	1	0
Saudi Arabian Airlines	3	6	0	0	0	0
Thomas Cook Airlines	3	1.5	4	1.5	6	2.5
Thomsonfly	45	29.5	38	24	36	23
Turkmenistan Airlines	5	2.5	1	0.5	4	2
Uzbekistan	1	0	0	0	0	0
Veteran Air	1	0	3	0	0	0
West Air Sweden	0	0	0	0	4	2
Totals	203	88.5	198	86	213	79