

**BIRMINGHAM INTERNATIONAL AIRPORT - AIRPORT CONSULTATIVE COMMITTEE  
WEDNESDAY 27<sup>TH</sup> FEBRUARY 2008 AT 2.30 PM**

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**BIRMINGHAM INTERNATIONAL AIRPORT - AIRPORT CONSULTATIVE COMMITTEE**

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Present: Mr V Astling OBE - Chairman

In attendance from Birmingham International Airport Ltd:

Joe Kelly	-	Acting Managing Director.
Steve Hill	-	Head of Planning and Transportation.
Jack Wilson	-	Head of Community and Environment.
John Morris	-	Head of Corporate Affairs.
Ben Hanley	-	Environment Manager.

In attendance from Solihull Metropolitan Borough Council:

Mr M Blamire-Brown & Mr L Stevenson	-	Representing the Secretary.
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Airline Representative - Cityjet	-	Mrs H Potts
Balsall Parish Council	-	Cllr M Longfield
Balsall Common Residents Assoc	-	Mr D Ellis
Barston Parish Council	-	Cllr D Read
Bickenhill Parish Council	-	Cllr J Williams
Bickenhill Parish Council	-	Cllr S Mills
Birmingham City Council	-	Mr G Tringham
Birmingham City Council	-	Cllr J Whorwood
Catherine de Barnes Residents Assoc	-	Mr R Hogg
Chestnuts Neighbourhood Forum	-	Mr S Degun
Consumers Association	-	Mr P Orton
Fordbridge Town Council	-	Cllr J Alcock
Hampton in Arden Parish Council	-	Cllr C Bowen
Kingshurst Parish Council	-	Cllr B Mulready
Knowle Society	-	Mr J Rowley
Marston Green Residents Association	-	Mr J Stevens
North Warwickshire Borough Council	-	Cllr G Sherratt
Passenger Representative	-	Mrs R Tyler

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Sheldon Residents Association	- Mrs M Kennett
Solihull Metropolitan Borough Council	- Mrs B Hill
Solihull Metropolitan Borough Council	- Mr P Kershaw
Solihull Metropolitan Borough Council	- Cllr A Martin
Smiths Woods Parish Council	- Cllr F W Churchill
Staffordshire County Council	- Cllr R Smith
Warwick District Council	- Cllr G Guest

Apologies were received on behalf of: -

Birmingham City Council	- Cllr M Byrne
Coventry City Council	- Cllr B Kelsey
Dudley MBC	- Cllr K Turner
Friends of Elmdon	- Mr G Davison
Hampton in Arden Society	- Mr A Minton
Mirfield Housing Liaison Board	- Mr A Middleton
Sandwell Metropolitan Borough Council	- Cllr Dr T Crumpton
Solihull Chamber of Commerce	- Mrs D Fennell
Solihull Metropolitan Borough Council	- Cllr R Sleigh
Warwickshire County Council	- Cllr M Heatley
The Wychwood Club	- Mr G Heaps

## 1. MINUTES

The Minutes of the meeting of the Airport Consultative Committee, held on 28 November 2007 were submitted.

### RESOLVED

That the Minutes be confirmed as a correct record subject to the title and preamble of item 7 being corrected to read "Continuous Descent Approach".

## 2. MATTERS ARISING FROM THE LAST MEETING

There following items were highlighted:

### Environmental Monitoring Report – July to September 2007

At the November meeting of the Committee, Balsall Parish Council (Councillor M Longfield) had raised the issue of snowfall and the Airport Company had undertaken to submit further information. The Airport Company stated that the information requested would be made available for inclusion within the Minutes of this meeting (see *below*):

### "Snow Operations

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*As reported previously to ACC, the Airport closed briefly on the 13<sup>th</sup> and 18<sup>th</sup> November 2007 due to snowfall, which required treatment to the runway before take offs and landings could recommence.*

*In these situations, once the runway is closed the aim is to clear the runway and principal taxiways of contaminants by brushing and then to apply anti icing agent to ensure that they remain free of contaminants and safe for use by aircraft. The time taken to achieve this is determined by the extent of initial contamination, the continuation of snowfall and the level of resources available to undertake the clearance and treatment.*

*The Airport Company has invested significantly in recent years in renewing its snow clearing and anti icing equipment. The Airport Company's Snow Plan, which is reviewed annually, sets out the methods of using the equipment and the management of resources required to undertake this activity, including the deployment of volunteer and specially contracted additional resources."*

Airport Activities Report – July to September 2007

The Airport Company also added further information to the debate which had taken place in relation to the rapid drop off/pick up car park. The Committee were advised that extensive consideration had been given to this issue since the last meeting of the Committee and also raised at the Passenger Services and Surface Transport Working Group on 29 January 2008. The proposed revisions were due to commence later this year, with a view to phased completion in September 2008.

Secretary's note

Minute 6 – Environmental Monitoring Working Group – a copy of AAIB Report No: 7/2007 which related to a report on the serious incident to Airbus A310-304 on approach to BHX on 23 February 2008, was tabled for the information of the Committee.

**RESOLVED**

That the issues raised out of matters arising from the Minutes of the last meeting be noted.

**3. AIRPORT ACTIVITIES REPORT – OCTOBER TO DECEMBER 2007**

The Airport Company presented their Airport Activities report for the period October to December 2007. 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.
- Community & Environment.
- Planning and Transportation.

**Discussion Points**

The Consumers Association (Mr P Orton) stated that, in his view, on some occasions check-in facilities at the Airport were relatively quiet which gave the perception that BHX had more capacity. Mr Orton felt that there were opportunities for more activities and airline operators to be brought into BHX. The Airport Company explained that during the peak season,

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check-in facilities were fully utilised. In terms of new operators using BHX, the Committee were reminded of the recent Ryan Air announcement regarding intended growth at BHX.

Warwick District Council (Cllr G Guest) stated that he was concerned at the current pedestrian only arrangements to the Novotel site. The Airport Company explained that pedestrian access only to the Novotel was a temporary measure following the additional security measures which the Airport had been required to implement following the terrorist attack in Glasgow during June 2007. Use of the set-down and pick-up roads had been restricted and as a consequence of those measures, so had the vehicular access to the Novotel.

The Airport Company reassured the Committee that vehicular access to this location would eventually be restored. The construction of a new "front of house" traffic scheme was due to commence in April 2008.

Marston Green Residents Association (Mr J Stevens) referred to the Terminal 1 International Pier Replacement project and sought clarification, in terms of the planning approval, as to whether or not there were any reserved matters to be dealt with as part of that consent. The Airport Company explained that there was not and the current reserved matters consent expired in July 2008. Construction of the project was due to commence in June.

**RESOLVED**

That the contents of the report be noted.

**4. ENVIRONMENTAL MONITORING REPORT – OCTOBER TO DECEMBER 2007**

The Airport Company presented their Environment Monitoring Report for the period October to December 2007. The report, together with the Supporting Information Pack, was taken as read.

**Discussion Points**

Warwick District Council (Cllr G Guest) spoke with regard to Section 1.5 of the report which dealt with Engine Ground Running. He sought additional clarification from the Airport Company in terms of the graph which appeared at Section 1.5.2 and related to Engine Ground Running in the Morning Shoulder Period (MSP) (06:00 – 07:00 hrs; 08:00 Sundays) and Associated MSP Noise Level Assessment.

The Airport Company responded to the request for additional clarification and drew the Committee's attention to the separate Supporting Information Pack for these reports. The pack was intended to help the Committee understand and interpret these reports which, by necessity, needed to be relatively complex in terms of content.

Balsall Common Residents Assoc (Mr D Ellis) referred to Section 4 of the report which related to Community Complaints. He referred specifically to Section 4.2 of the report which highlighted Trends in Types of Concerns Reported. Mr Ellis sought further information from the Airport Company in relation to the possible reason for the high levels of Ground Noise (qty 85) for the 2<sup>nd</sup> Quarter of 2007.

The Airport Company explained that during this period, a number of trials had been conducted which related to noise monitoring at night, i.e. the Idle Engine Ground Running at Night Study as reported elsewhere on the agenda. The Committee was advised that a petition had been submitted from concerned residents living in the Elmdon area. The petition cited concerns relating to noise disturbance on a planned trial evening whereby the idle engine ground runs had actually been cancelled due to unstable weather conditions.

Balsall Parish Council (Cllr M Longfield) added that from the same element of the report, concerns were also evident in greater numbers for the 3<sup>rd</sup> Quarter in relation to both Noise and Increased Flights. The Airport Company explained that complaints often made reference

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to several different concern factors. This report reflected the separate elements of complaint which the Airport Company had received over the reporting period.

(Cllr Longfield) also spoke with regard to Section 7 of the report, Waste (Recycled). He enquired as to whether or not the Airport Company received any income from recycled waste. The Airport Company explained that they did not but there was a strong incentive to do so in that by separating waste on-site, disposal was more cost effective.

**RESOLVED**

That the contents of the report be noted.

**5. ENVIRONMENTAL MONITORING WORKING GROUP**

Mr D Ellis, on behalf of the Chairman of the Environmental Monitoring Working Group (EMWG), invited the Committee to receive both the Minutes of the meeting held on 30 January 2008, together with the Chairman's report. The Minutes and Report were taken as read.

Secretary's note

*Page 2 of the EMWG Minutes from 30 January 2008, under matters arising from the last meeting, included an issue raised by Friends of Elmdon (Mr G Davison) regarding consultation with the local community. The Airport Company had recommended that Mr Davison raise the issues again at this meeting of the ACC.*

*At this meeting, the Airport Company, submitted further details of the circulation of the Autumn 2007 edition of "The Airport". Additional copies of the publication were also made available.*

**Discussion Points**

Marston Green Residents Association (Mr J Stevens) highlighted to the Committee, the appendices to the EMWG Minutes which took the form of a summary of Night Flying Policy Air Transport Movement Limit and Quota Count, together with Quota Limit and Utilisation.

**RESOLVED**

That the contents of the Minutes and report be noted;

**6. 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 29 January 2008, together with his report. The Minutes and Report were taken as read.

**Discussion Points**

Warwick District Council (Cllr G Guest) advised the Committee that his wife suffered from a disability and he wished to pay tribute to the Airport in terms of the service offered to his wife when she travelled through BHX.

The Consumers Association (Mr P Orton) spoke with regard to the airline punctuality statistics. In his view, the results were exceptional and he stated that the Airport should publicise this success to the general public. He also sought clarification as to whether or not the Airport Company had drawn any comparisons with other airports.

(The Acting Managing Director) of the Airport Company confirmed that these statistics were not made available to the general public. He explained further that the ACI rules relating to the use of these statistics depicted that the Airport Company could not use the information to

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the detriment of any other airport. However, if the Airport Company was to receive any future ACI awards for good performance, this could then be publicised in its own right.

(Mr P Orton) also spoke with regard to the cabin baggage rules and asked the Airport Company if they could, or had considered, publicising each airlines own individual restrictions. The Airport Company explained that the rules and regulations for cabin baggage for each individual airline could change at relatively short notice which would make it difficult for the Airport Company to publicise this important information accurately. The Airport Company emphasised that best practice was for travellers to always obtain the latest information directly from the airline companies themselves.

**RESOLVED**

That the contents of the Minutes and report be noted.

**7. IDLE ENGINE GROUND RUNNING AT NIGHT STUDY**

The Airport Company gave a verbal presentation to the Committee which advised of the results of the above headed study together with details of a consequential variation to the Airport Operational Instruction (AOI) which sought to allow engine ground running at idle power setting during the night time period on certain aircraft stands.

The Committee were advised that this matter had been considered and debated on two occasions by Solihull MBC Airport Working Party (January and February 2008). In considering the proposal, the Working Party considered that the idle engine ground running should be conducted on a limited trial basis and not, in any event, trialled until the completion of the taxiway rehabilitation works which would commence shortly.

In February 2008, the Working Party found agreement with the Airport Company on the following revised proposal:

- Use of stands 1-45 only for idle ground running during the night period for any aircraft commencing from the completion of the taxiway rehabilitation works (1<sup>st</sup> September 2008) until 31<sup>st</sup> May 2009. The Working Party would then consider an evaluation of the trial prior to any additional stands being brought into operation.

The above proposals would be formally considered by Solihull MBC Planning Sub Committee on 12 March 2008. For the benefit of the Committee, the Airport Company recapped the intended changes and revisions to the Airport Operational Instruction.

**Discussion Points**

Marston Green Residents Association (Mr J Stevens) asked when community groups would have the opportunity to consider and comment on the AOI. The Airport Company stated that this matter would be considered by Solihull MBC Planning Sub Committee on 12 March 2008. Community Groups could, if they wish, make any observations directly to that meeting. There was no requirement for a separate consultation exercise by the Airport Company.

(Mr Stevens) also asked the Airport Company how future monitoring would be conducted. The Airport Company explained that the original intention was to focus monitoring upon, specifically, numbers and duration. Solihull MBC (Mr P Kershaw) added that there had been a clear expectation arising from the Solihull MBC Airport Working Party that some form of noise monitoring would take place and he gave assurances that this would happen.

Balsall Parish Council (Cllr M Longfield) sought reassurances from the Airport Company that a number of observations which had been made by the Environment Monitoring Working Group (EMWG) had been taken on board in relation to this subject. The Airport Company

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confirmed that they had, and had formed part of the original proposal for idle engine ground runs.

**RESOLVED**

That the contents of the report be noted.

**8. PROPOSED RUNWAY EXTENSION – PROGRESS REPORT**

The Airport Company presented its forth factual report seeking to update Members on the progress made thus far regarding the proposed runway extension.

The Airport Company explained that at the meeting of Airport Consultative Committee on 28 February 2007, it had been agreed that the Airport Company would provide progress reports on the work to prepare a Planning Application for the proposed Runway Extension. Since then, ACC had received progress reports at its meetings on 23 May 2007, 4 September 2007 and 28 November 2007.

The latest position was that on 4 January 2008, the Airport Company had submitted a Planning Application for the proposed Runway Extension to Solihull Metropolitan Borough Council (Solihull MBC), as the Local Planning Authority. At the same point in time, Members of the ACC were each sent a letter, dated 4 January 2008, advising them of the submission of the Planning Application.

In line with standard practice for such significant planning applications, the Airport Company had been in discussion with Solihull MBC, as the Local Planning Authority, on the various work streams towards the preparation of the Planning Application. Meetings had also been held with other key stakeholders, including the Civil Aviation Authority, the Environment Agency, the Highways Agency, Birmingham City Council and Centro, towards the preparation of the scheme itself.

Solihull MBC had registered the Planning Application, with a Planning Application Number of 2008/0022. Details of the Planning Application were available on Solihull MBC's website, i.e. [www.solihull.gov.uk](http://www.solihull.gov.uk). Solihull MBC had now set out the formal consultation process, with consultation responses being requested by 22 February 2008. In terms of requests for copies of the Planning Application, as all the information was available on the Airport Company's website, there was a charge for paper copies of the Planning Application, but copies on a CD were available free of charge upon request.

In addition to the Planning Application, the Airport Company had been considering, with the Civil Aviation Authority, the arrangements to revise the Air Traffic Routes. This would include the "Hampton Turn", in line with Civil Aviation Publication (CAP) 725 Airspace Change Process Guidance (published by the Civil Aviation Authority), rather than the existing Section 106 Agreement which had been superseded by CAP 725.

**Discussion Points**

Barston Parish Council (Cllr D Read) and Balsall Common Residents Assoc (Mr D Ellis) sought further clarification in respect of the arrangements to revise the Air Traffic Routes, including the "Hampton Turn". Consultation on the route revisions would be carried out in accordance with Civil Aviation Publication 725 Airspace Change Process Guidance (CAP 725) and would be a completely separate process to that of the Planning Application.

The Knowle Society (Mr J Rowley) stated for the record that The Society had responded directly to Solihull MBC in terms of their response to the Planning Application consultation.

Warwick District Council (Cllr G Guest) suggested that if groups (represented on the ACC) felt that they had insufficient time to respond to the Planning Application consultation, they should submit a holding objection pending the submission of a full response.

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Equally, (Mr M Blamire-Brown) explained that fresh comments made by groups to the Local Planning Authority (which would supersede previous comments made, if any) would be accepted but this fact needed to be made clear in any revised/additional submissions.

Catherine de Barnes Residents Assoc (Mr R Hogg) sought clarification from the Airport Company as to why the "Hampton Turn" would be subject to revision in terms of the Air Traffic Routes. The Airport Company explained that as a consequence of the end of the extended runway being geographically closer to Hampton in Arden, NATS calculations would be revised and consideration also needed to be given to aircraft positioning, the new standards for turns as well as precision navigation issues. In effect, an extended runway would necessitate aircraft taking off in a south easterly direction and "flying straight".

Hampton in Arden Parish Council (Cllr C Bowen) spoke with regard to the changes in airspace and questioned whether or not these proposals were included as part of the Planning Application consultation. The Airport Company explained that they were not and would take the form of a completely separate consultation process. Changes in airspace were a consequence of the Planning Application rather than a formal part of it.

(The Acting Managing Director) of the Airport Company re-emphasised that the (CAP) 725 guidance was a completely separate process to that of the Planning Application statutory consultation. The Airport Company explained that they would be meeting with the CAA (the Regulator) in March 2008, to obtain guidance and clarification in terms of the consultation procedure which the Airport Company would need to follow. In any event, the formal consultation process would be preceded with a period of pre-consultation with key stakeholders.

The CAA Guidance on the Application of Airspace Change Process can be found at [www.caa.co.uk/docs/33/CAP725.PDF](http://www.caa.co.uk/docs/33/CAP725.PDF)

Marston Green Residents Association (Mr J Stevens) asked how the Local Planning Authority would determine the Planning Application for the proposed runway extension in the context of the (CAP) 725 process. (Mr M Blamire-Brown) explained that the (CAP) 725 and the Planning Application processes were two statutory requirements working in parallel.

Balsall Parish Council (Cllr M Longfield) spoke with regard to the "Hampton Turn" issue and expressed concern that any revisions could potentially affect the area of Balsall Common. He asked whether anything had been considered in terms of safeguards.

The Airport Company responded to the effect that this had been considered although, at this stage, they were unable to comment further.

The Consumers Association (Mr P Orton) spoke from the consumer perspective and enquired as to when the runway extension was likely to be operational. The Airport Company explained that if there was not a Public Inquiry, the new runway extension could be commissioned and operational by 2011. A Public Inquiry to determine the application could delay this forecast by approximately 23 months. If a Public Inquiry were convened, the Airport Company would seek a joint Inquiry which would hear both the Planning Application and land acquisition (Compulsory Purchase) matters.

The Knowle Society (Mr J Rowley) spoke with regard to robustness of the modal share forecasts in terms of the perceived extra traffic generation due to the Airport developments and growth together with the consequential effects of the local area. (The Acting Managing Director) emphasised his reassurances that the runway extension was seen by the Airport Company as an investment for the region, rather than purely a commercial venture for the Airport Company.

Marston Green Residents Association (Mr J Stevens) commented on the proposed alterations to the northern end of the runway together with revisions to runway lighting. In response to Mr Stevens, the Airport Company clarified a number of points raised.

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Balsall Parish Council (Cllr M Longfield) stated that there should be an early dialogue with the relevant highways authority. (Mr M Blamire-Brown) added that the Highways Agency was a statutory consultee in terms of the Planning Application process and would therefore be consulted as part of that statutory requirement.

Passenger Representative (Mrs R Tyler) stated that airline passengers originating from the West Midlands would be pleased to see the runway extension and the potential to travel to their destinations directly from Birmingham instead of having to travel to other airports.

**RESOLVED**

- (i) That the contents of the report be noted;
- (ii) That a further report be submitted to the next meeting;
- (iii) That a copy of these Minutes be forwarded to the Local Planning Authority to reflect the debate at this meeting in terms of the proposed runway extension Planning Application; and
- (iv) That it be noted that the Members of the ACC, and their appointing bodies, would respond directly to the Local Planning Authority in terms of their direct responses to the proposed runway extension Planning Application statutory consultation period.

**9. HEALTH IMPACT ASSESSMENT**

The Chairman alerted the Committee to an intended presentation which was to be made by Rosemary Tyler (ACC Passenger Representative) and Jack Wilson (BIA) in relation to the outcomes of the Health Impact Assessment (HIA). An update had been reported to an earlier meeting of the Committee.

The Chairman drew the Committee's attention to the fact that work on the HIA had yet to be concluded and therefore withdrew this item from the agenda. He advised the Committee that this item would be fully reported to the Committee at its next meeting on 21 May 2008, although the outcomes were due to emerge in the coming weeks.

In addition, the Airport Company explained that an executive summary of the HIA could be circulated to Members of the ACC before the next meeting.

**RESOLVED**

- (i) That the contents of the report be noted; and
- (ii) That the outcomes of the Health Impact Assessment be formally reported to the ACC on 21 May 2008.

**10. DATE OF THE NEXT MEETING**

The next meeting (AGM) would be held on Wednesday 21 May 2008 at 2.30pm.