

Birmingham International Airport

IATA/ICAO CODE: BHX/EGBB
CITY: Birmingham
COUNTRY: UK

AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 325 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
15	2599	N/A	N/A	46
33	2599	N/A	N/A	46

NOISE ABATEMENT PROCEDURES

1. Noise

Birmingham Airport operates a Noise Management Programme to contain and improve the noise impact of aircraft and airport operations where possible.

Key elements of the Noise Policy:

- To operate a Night Flying Policy to limit the number of aircraft that can operate during the night period.
- To surcharge aircraft that infringe the noise violation levels.
- To minimize the number of aircraft deviating from preferential noise routes below 3000 feet.
- To work with airlines to improve adherence to the Noise Preferential Routes (NPRs) and

Continuous Descent Approach procedures through the formal Operation Pathfinder programme.

- To encourage airlines to develop the most effective flight procedures to mitigate noise annoyance.
- To restrict the use of APUs on stands where suitable electrical supply is available.
- To restrict the location and timing of engine ground running.
- To encourage the avoidance of reverse thrust on landing where possible.
- To monitor and record aircraft noise and track-keeping in the community.
- To actively participate with other airports, the Department for Transport and Sustainable Aviation to develop best practice.

2. General

All aircraft inbound or outbound from this aerodrome are required to conform to the following procedures. Non-compliance with these procedures is permitted where operators are avoiding immediate danger.

Every operator using the aerodrome shall ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome.

Unless on radar vectors, aircraft shall avoid the congested areas of Hampton- in-Arden and Balsall Common to the southeast of the aerodrome and Dorridge, Knowle and Hockley Heath to the southwest of the aerodrome.

3. Takeoff and Missed Approaches

Every jet aircraft using the aerodrome shall, after takeoff or go around, attain as soon as safety permits a rate of climb of at least 500 ft. per minute at a power setting which will ensure progressively decreasing noise levels at points under the flight path. Recommended turns to visual circuits should be used to avoid the overflying of noise sensitive areas (see Section 5).

4. ILS Approaches

Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below 2000 ft QNH before intercepting the glide path nor fly below the glide path thereafter. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path.

5. Visual Circuits

a. Propeller driven aircraft MTWA 5700 kg or less: The minimum height for joining the final approach track shall be 1000 ft QFE for all approaches.

b. All aircraft except those excluded in Section 5a: All aircraft carrying out visual circuits/approaches to Runways 33 and 15 shall not, unless instructed by ATC, descend below 2500 ft QNH (2175 ft QFE) on the downwind legs until they are abeam the aerodrome, after which a continuous rate is to be maintained.

Aircraft must not join the final approach track to any runway at a height of less than 1825 ft QNH, (1500 ft QFE) except when carrying out a right hand visual circuit to Runway 33 when the minimum height for joining the final approach track will be 1225 ft QNH (900 ft

QFE).

To minimize noise disturbance to congested urban areas adjacent to the aerodrome, required base turns to visual circuits to Runways 15 and 33 are shown in a map in the United Kingdom AIP at AD 2-EGBB-4-1. These should be flown whenever possible.

To minimize disturbance in areas adjacent to the aerodrome, Captains are requested to avoid the use of reverse thrust after landing consistent with safe operation of the aircraft, especially during the night period.

6. The Noise Preferential Routings - See AIP UK for complete details

CONTINUOUS DESCENT ARRIVAL (CDA)

Birmingham Airport facilitates and encourages the airline operators to conform to CDA procedures. CDAs at Birmingham are conducted on a 24 hour basis.

AIRPORT CURFEWS

a. Birmingham Airport operates a night jet movement Policy restricting operations of certain types of aircraft during the periods of 2300-0600 hours local. Full details are available from the Airfield Duty Manager.

b. Aircraft with a noise classification of 96 EPNdB or more must not operate during the night period. Dispensation to do so within strict guidelines must be sought from the Airfield Duty Manager.

c. All movements recording a level above 102 EPNdB, 6.5 km from 'start of roll' during the night period will be subject to a runway surcharge.

d. Records of night infringements are available on request from the Birmingham Airport Environment Unit

A Night Flying Policy has been in place since 1996. The provisions of the policy are reviewed with the Airport's local planning authority every 2 years. Aircraft with a noise quota of QC16 cannot be scheduled to operate between 2300 hours and 0600 hours. Delayed departures of these aircraft are permitted up to 2330 hours.

Whilst the overall noise climate at night is fixed by an annual night noise quota of 4,000, further controls are imposed on the number of movements that can operate during the night period. The limit for Air Transport Movements (ATMs) is calculated based upon 5% of the total ATMs in the previous year, split by season; 24% winter and 76% summer.

NIGHT NOISE PENALTIES

Any arriving or departing aircraft that exceeds the night noise violation level of 87dB(A) at the community centerline noise monitors (NMT1: Bucklands End or NMT2: Eastcote Lane) will be subject to a penalty fine, the equivalent of a full runway charge. This fine will be paid into the Community Trust Fund, a charity that benefits community projects in areas affected by the Airport's operations.

Restrictions On Use Of Stands During The Night Period

Stands 80-84 may not be used, other than by stationary aircraft, during the period 2300-0600 local (0800 Sunday), except in extenuating circumstances as defined In the Night Flying Policy.

PREFERENTIAL RUNWAYS

Runway 33 will be selected as the preferred runway for departures and arrivals when the runway surface is dry and the mean surface wind speed as displayed from Runway 33 anemometer site is 5 kt or less. Aircraft requiring the use of Runway 15 must advise ATC and state that is for operational reasons.

OPERATING QUOTA

As part of the Night Flying Policy an annual movement allowance and noise quota count applies. Please refer to Airport Curfews for the full text.

ENGINE RUN-UP RESTRICTIONS

Restrictions are imposed on the ground running of engines in the interests of noise abatement and operators are advised to contact the Airfield Duty Manager (0121-767 7139).

Only essential ground running for maintenance or test purposes is permitted. The amount of ground running at each site, by day and night has been determined by:

- proximity to residential areas
- proximity to airport facilities
- potential hazard to personnel and vehicles, resulting from jet blast or propeller slipstream.

Engine Ground Running Restrictions in the Morning Shoulder Period:

The ground running of engines at full power during the early morning shoulder period, defined as 0600-0700 weekdays and 0600-0800 on Sundays, shall be subject to a ground running noise limit, an average daily exposure, the equivalent of 79 dB LAeq, which should not be exceeded, for Taxiway E only. Operators are advised not to overestimate the time of the engine run during this period, as the times specified on the request forms are used for the calculation of the noise exposure.

APU OPERATING RESTRICTIONS

- Except for stands not equipped with a serviceable Fixed Electrical Ground Power Unit, APU must be shut down immediately on arrival on stand and not restarted more than 30 minutes prior to departure without permission from the aerodrome operator.
- Except in an emergency, no aircraft activities involving the running of APU's shall take place on the aprons between the hours of 2300 and 0600 (winter), 2200 and 0500 (summer), unless such activities are necessary in the case of an aircraft which has landed at the aerodrome before 2330 (winter), 2230 (summer).

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE

Night:

A noise violation occurs when a noise level of 87 dB(A) is exceeded by an arriving or departing aircraft at the centerline noise monitor positioned 6.5km from start of roll during the period 2330-0600. This charge is equivalent to a runway charge.

Day:

A noise violation occurs when a noise level of 92 dB(A) is exceeded by a departing aircraft

at the centerline noise monitor positioned 6.5 km from start of roll during the period 0601-2329. Noise violation Surcharge: GBP 500.00 plus GBP 150.00 per full decibel over 92 dB(A).

These surcharges as paid into the Community Trust Fund, a registered charity that supports community projects in areas affected by the Airport’s operations.

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	Sound Insulation (Residence & Public Buildings) Sound Insulation is only available to residential properties. Phase I - Secondary Glazing 1978 - present (this scheme is still open to properties that have not applied to have the secondary glazing installed) Approximately 7,000 properties already insulated Phase II - High Specification Double Glazing was launched in 2003 - on going scheme Approximately 1,011 eligible properties within Phase II with 488 already insulated.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	-	N/A
Zoning Laws	-	N/A
Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	2004	>54 – 42,950 >57 – 22,200 >60 – 8,850 >63 – 2,400 >66 - 150 >69 - 0 >72 – 0
Airport Noise Contour Overlay Maps	-	N/A
Total Cost of Noise Mitigation Programs to Date	-	Phase I - Total estimated spend to date £11 million Phase II - Total estimated spend to date £ 1. 3 million.
Source of Noise Mitigation		

Program Funding for Aircraft Noise	-	Sound Insulation Scheme funded by Airport Company
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NOISE MONITORING SYSTEM

Birmingham Airport operates the Airport Noise and Operations Monitoring System (ANOMS 8), which monitors aircraft within a 20km radius of the airport and up to 9,000 feet altitude. The centreline Noise Monitors are situated 6.5km from an aircraft's start of roll; this distance is one of the standards used for noise classification of aircraft for take-off and landing. ANOMS 8 also stores data relating to complaints, which are then investigated using the system.

The Noise Monitors are located at:

North	South
Stechford	Catherine de Barnes
Hodge Hill	Barston
Shard End	Hampton in Arden

ANOMS monitors and records the flown tracks of aircraft within a 20km radius of the Airport and up to an altitude of 9,000 feet. This facilitates the evaluation of new procedures and flight paths and identification of aircraft that violate noise levels and deviate from established departure routes. BIA can provide airlines and Air Traffic Control with flight track information, thus enabling them to participate actively in noise management. ANOMS helps to measure the effectiveness of our noise management programme.

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS

The Night Flying Policy imposes a noise limit of 87dB(A).

During the daytime period 0601-2329 a noise limit of 92dB(A) applies.

See section on noise surcharges.

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

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