

Castle Bromwich Parish Council

Council Office
0121 747 6503



Arden Hall Booking Office
0121 747 7150

Arden Hall, Water Orton Road, Castle Bromwich,
Solihull, West Midlands, B36 9PB

Civil Aviation Authority
CAA House
45-49 Kingsway
London
WC2B 6TE

14 November 2017

Dear Sir/Madam

Letter of Objection – Air Flight Routes Proposed Changes

Introduction – The Proposals

Birmingham Airport Ltd (BAL) are proposing changes to aircraft routes departing from Runway 33.

This is in response to the CAA and government request and strategy to modernise and increase route efficiency. This takes into consideration that UK flights will increase rapidly with higher passenger capacity by 2030.

BAL Route Re-organisation

Birmingham has two runways R15 and R33 and has four flight paths. One of these flightpaths (Whitegate) is expected to close in this re-organisation. This leaves one flightpath heading north (Trent) and one flightpath heading south (Mosun).

The final flightpath route (Southbound) initially turns north along with the Trent route then splits just north of the village of Minworth. This existing (Southbound) route follows a gentle arc away from residential areas of North Birmingham, however, the proposed route will follow a tighter arc over J5 of the M6 motorway following the previous route but more tightly over residential areas, then turns southwards near the village of Whitacre (North Warwickshire) to meet the existing Southbound route.

Detrimental effect on health

It has been stated that the effect of these changes on the residents of Castle Bromwich could well be detrimental. It has been stated that the over flights will increase from 4000 to 8500 per annum, which means a majority, due to wind direction, at least 60% of aircraft take offs would take a northern heading. If the wind is unfavourable for take offs, Castle Bromwich residents could be subjected to significant health problems and genuine intrusion to their daily lives. They would potentially have to contend with increase of air noise and pollution, increase in deterioration of air quality, visual invasion and the impact on their overall quality of life.

The above impacts must be properly considered as part of a trusted and transparent process. Therefore, in our opinion, the increased noise and other effects of these changes could be intolerable and detrimental to residents and school communities in Castle Bromwich and in our opinion against recent airspace policy 'Consultation Response on UK Airspace Policy, a framework for balanced decisions on the design and use of airspace CM9520'

Mrs. Diane Weir, Acting Clerk to the Council/RFO
Website: www.castlebromwichpc.gov.uk

Email: counciloffice@castlebromwichpc.gov.uk

Email: ardenhall@castlebromwichpc.gov.uk

Objections

We, the Finance and General Purposes Committee, who represent Castle Bromwich Parish Council in terms of planning, wish to make the following objections to BAL flightpath changes on behalf of our residents.

1. The re-routing of flights within a tighter northern then southern arc, which will likely increase the noise impact over the Castle Bromwich residential area and could be detrimental to the health and quality of life.
2. The disproportionate distribution of aircraft take-offs between R33 and R15 heading on Southbound routes.
3. The failure of BAL to consider updating the southern Mosun route which could alleviate the longer turn on the Southbound route

We request:

- an increased angle of ascent for all departing flights to reduce noise impact over residential areas.
- Re-routing of flights to take aircraft further away from Castle Bromwich on a northern (330°) heading before they begin turning onto the Southbound and Trent/BIMBA flight paths;
- A fairer distribution of flights on a southerly heading between the Southbound and Mosun routes to mitigate the impact of the proposed increase in the number of flights over Castle Bromwich during the withdrawal of the Whitegate flight path.
- The installation of ground level noise monitoring equipment to better record the impact of noise in residential communities affected by aircraft below a threshold of 4,500 feet.

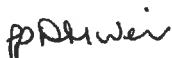
Conclusion

Castle Bromwich Parish Council are agreed that the approach during the consultation process was not addressed in a balanced way, which affected public confidence. It was inadequate and did not reach many of the residents who are without any IT skills or who are housebound.

Consultation with Castle Bromwich Parish Council was very late and insufficient in content. The delay caused a problem in response and the objections to the planned aircraft route changes by BAL.

We also object because we feel the parishioners and population of Castle Bromwich have not been adequately engaged and this has led to large scale protests. We do feel that the consultation process was run inappropriately.

Yours faithfully



Cllr Wayne Horkan
Chairman of Finance & General Purposes Committee