

Draft Master Plan 2026



“Birmingham Airport is one of the West Midlands’ most important strategic assets, connecting our region to opportunities across the UK and around the world.

The Airport’s draft Master Plan sets out a long-term vision for sustainable growth that will create new jobs, develop skills, attract investment and open up new opportunities for businesses across Solihull and the wider region. That fits squarely with our West Midlands Growth Plan. We want to back the assets and infrastructure that can drive our economy forward, create good jobs for local people and connect West Midlands businesses to customers and markets around the world.

Growth also has to be responsible. The ambition to be a net zero carbon airport by 2033, alongside its commitment to local communities, will be an important part of that.

This Master Plan shows the role Birmingham Airport can play in the West Midlands’ economic future. We will work with local partners to unlock the investment needed for its development and the wider opportunities around the UK Central Hub.”

– Richard Parker, Mayor of the West Midlands



“Birmingham Airport is a key part of the West Midlands transport network and the region’s most important international gateway. As passenger demand continues to grow, it is vital that the Airport evolves in a way that strengthens connectivity and supports economic growth. This draft Master Plan recognises the importance of integrating the Airport with regional and national transport networks. Through continued investment in rail, bus, active travel and future connectivity opportunities such as HS2 and its Automated People Mover, Birmingham Airport is well positioned to become one of the UK’s best-connected transport hubs.”

– Transport for West Midlands

“As the UK’s second city, Birmingham sits at the heart of one of the country’s most important regional economies. The city and the wider West Midlands have attracted significant investment from leading national and international businesses, including HSBC, Goldman Sachs and Deutsche Bank, reinforcing the region’s status as a place to invest and do business. Birmingham Airport is one of the West Midlands’ most significant economic assets and a vital gateway connecting our region to global markets. It plays a crucial role in showcasing everything the West Midlands has to offer, from world-leading manufacturing, innovation and research, to major cultural, sporting and business events, alongside a prestigious red brick university.

The Airport’s draft Master Plan will help unlock new opportunities to grow the region’s international reach and strengthen its reputation on the global stage. By enhancing access to international destinations and supporting investment across the UK Central Hub, the Airport will help attract businesses, talent and visitors from around the world, supporting the continued success of the West Midlands as a globally competitive region.

We look forward to working with the Airport as it drives forward a Master Plan that supports investment, creates opportunities and generates prosperity across the West Midlands for decades to come.”

– West Midlands Growth Company

“As the region’s international gateway, Birmingham Airport plays a vital role in connecting our customers with the world-class events and experiences hosted across the NEC, bp pulse LIVE and The Vox conference centre. The Airport’s draft Master Plan presents an exciting opportunity to strengthen these connections even further, supporting the continued growth and global competitiveness of the UK Central Hub. Enhanced connectivity with national and international markets, alongside better integration with transport networks, will help the NEC continue to attract major exhibitions, conferences, live events and experiences from across the UK and around the world.

We strongly support a Master Plan that enables sustainable growth and investment while enhancing the experience for the millions of visitors who travel to the UK Central Hub each year. By working together, Birmingham Airport and the NEC can help cement the region’s position as a leading destination for business, leisure and major events driving trade, tourism, investment and opportunity across the West Midlands and beyond for decades to come.”

– National Exhibition Centre (NEC)

“Birmingham Airport is a vital international gateway for the Midlands. Through projects such as the Midlands Rail Hub, better rail connectivity can bring more communities and businesses within easy reach of the Airport, strengthening access to global markets and unlocking growth across the region.

The Master Plan reflects many of the ambitions we share at Midlands Connect; creating a better-connected region, improving access to jobs and opportunities, and ensuring that major investments in transport infrastructure deliver long-term benefits for communities and businesses alike. By enhancing links between air, rail, road and future transport networks, the Airport can help unlock economic growth across the Midlands, support inward investment and strengthen our region’s role as a gateway for trade, tourism and innovation. Through continued collaboration between the Airport and its regional partners, we can ensure the Midlands remains connected, competitive and ready to seize the opportunities of the future.”

– Midlands Connect

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Foreword

Connecting opportunity and enabling growth

Birmingham Airport's history reflects the wider story of the West Midlands itself; a region built on innovation, enterprise and international ambition.

The modern West Midlands owes much of its economic and civic foundations to figures such as Joseph Chamberlain, whose vision for education, infrastructure, public services and economic development helped transform Birmingham into the UK's second city and one of its leading industrial and commercial centres. As Mayor of Birmingham, Chamberlain championed investment in public infrastructure, utilities, education and urban improvement, establishing a legacy of growth and innovation that continues to shape the region today.

The Airport plays an important role in supporting this legacy by providing the international connectivity needed for the region's economy to grow and compete on a global stage. The Airport connects businesses, investors, visitors and communities to destinations across the UK and the world, helping to support the region's economy, tourism sector, educational institutions and cultural assets.

Since opening in the 1930s as Elmdon Airport, with its landmark terminal serving a handful of domestic and European destinations, the Airport has evolved into one of the UK's most important international gateways. Throughout its history, the Airport has adapted to changing technologies, economic conditions and passenger expectations, while remaining a vital driver of regional prosperity.

Since the publication of our 2018 Master Plan, our region and our industry have experienced significant change. The challenges of the global pandemic tested the resilience of aviation and the wider economy, yet they also reinforced the vital role that the Airport plays for the passengers and communities it serves.

Today, the Airport stands at the centre of one of the UK's most dynamic regions and at the heart of the UK Central Hub and Gateway. Passenger demand has recovered and is now higher than pre-pandemic levels, with growth outperforming the UK market as a whole, and international connectivity continuing to grow.

Our ambition remains clear: to deliver sustainable growth that supports the prosperity of the region while responding to environmental challenges and unlocking

greater opportunities for our communities. This ambition is closely aligned with the vision set out by the Mayor of the West Midlands, Richard Parker, and the West Midlands Growth Plan, which seeks to create a stronger, more productive and inclusive economy through investment in people, places, transport, innovation and growth. The Airport has a vital role to play in achieving these objectives, helping connect the region's businesses to global markets and supporting the creation of jobs and economic opportunity at a range of skill levels.

As the region pursues its long-term growth agenda, we will continue to invest in capacity, customer experience and surface access improvements, ensuring that the Airport can support the region's ambitions while delivering tangible benefits for local communities. Enhanced connectivity will remain essential to attracting international investment, supporting exports, strengthening tourism and reinforcing the region's position as a leading destination for business and innovation.

We are committed to balancing economic growth with environmental stewardship and community benefit. In 2026, we launched our new Sustainability Strategy for 2026-2030, setting out a comprehensive framework for responsible growth across ten strategic themes including climate change mitigation, biodiversity, air quality, resource efficiency, community wellbeing and sustainable supply chains. The Sustainability Strategy builds upon substantial progress already achieved, including significant reductions in direct carbon emissions and our continued commitment to becoming a net zero operational airport by 2033.

This updated ambition recognises that future success must be measured not only by passenger numbers or economic impact, but also by our ability to minimise environmental impacts and enhance quality of life for our neighbouring communities. Through continued investment in renewable energy, operational efficiency, low-carbon technologies, taking opportunities for mitigation and collaborative partnerships across the aviation sector, we will ensure that our environmental approach is a driver for overall sustainable growth.

Our role extends far beyond the Airport's boundary. The Airport is a catalyst for economic growth, supporting thousands of jobs, enabling international trade and tourism, and providing vital links to global markets. The connectivity we provide helps businesses compete, attracts visitors to the region and supports the prosperity of communities throughout the Midlands.

Every year millions of passengers choose the Airport for travel and work. By 2041, the number of passengers using the Airport is expected to grow to around 30 million passengers per annum (mppa) with around 180,000 aircraft movements, compared with just under 100,000 in 2025. Cargo is also expected to grow, rising from 62,000 tonnes in 2025 to around 90,000 tonnes by 2041. This growth will be a key indicator that the region is achieving its aims to be a premier UK and international destination for leisure, business and major events.

Major projects within the UK Central Gateway (UKCG) – including HS2, Arden Cross, UK Central Hub and the East Birmingham and North Solihull Growth Zone – and continued investment in our business, leisure and visitor economy are also set to unlock growth in

the region. UKCG is a once in a generation opportunity for large-scale investment and includes plans for the creation of 55,000 new jobs, delivering 7,700 new homes, leveraging at least £10.2 billion in private sector investment and generating an uplift of £1 billion per annum for the regional economy. As the Airport is a key international gateway to the region, and based within the UKCG, it will need to expand to support this growth.

It is for all these reasons that we are bringing forward our updated Master Plan now. Actual and forecast passenger demand is showing we need to plan for more growth, and we have a role as an anchor institution to unlock and enable local and regional growth.

This draft Master Plan sets out our vision for how the Airport can support this growth over the next 15 years.

Serving one of the largest and most diverse catchment areas of any UK airport, its central location will reinforce the Airport's position as the Midlands' gateway to the world, while strengthening its appeal to passengers from across the UK.

This draft Master Plan ensures we are ready for the future. It identifies how we can make best use of our existing runway capacity while enhancing passenger facilities, improving surface access, supporting emerging technologies, strengthening environmental performance and creating wider benefits for local communities. It also recognises that growth must be delivered responsibly, with sustainability, collaboration and community engagement at its core.

We are proud of the role that the Airport plays today, but we are even more excited about the role it can play in the future. Through this Master Plan, and with the right investment, the Airport will help unlock the next phase of the Midlands' success story, supporting a more connected, competitive and prosperous region for generations to come. We are committed to working closely with local authorities, the West Midlands Combined Authority (WMCA), businesses, residents and industry partners to deliver on these ambitions.

I invite you to explore this draft Master Plan and share your views as we shape the future of the Airport together.

Nick Barton

Chief Executive Officer



Executive summary

Introduction and purpose of the Master Plan

Birmingham Airport is the Midlands' principal international airport, located in Solihull, east of Birmingham City Centre. Serving destinations across Europe, the Middle East, North America, Africa and Asia, it supports regional connectivity, trade, tourism and investment.

The Airport lies at the heart of the UK Central Hub, a nationally significant economic cluster and a key driver of regional productivity, investment and growth. Its strategic importance will continue to strengthen through major planned developments, including HS2, Arden Cross and the NEC Urban Masterplan, while supporting the ambitions of the West Midlands Growth Plan. The West Midlands International Strategy also pinpoints primary and emerging markets (including the USA and India) that are vital to the region's key sectors and clusters in growing, increasing exports, attracting capital, commercialising innovation and supporting the visitor economy. Together, these initiatives will further reinforce the Airport's role as a gateway to Birmingham, the West Midlands and the wider UK economy.

Our draft Master Plan provides a long-term framework for the airport's development to 2041. It explains how future passenger and cargo demand can be accommodated through making best use of existing infrastructure, by optimising use of the current runway and ensuring we use our existing operational land sustainably and to maximum efficiency, in line with Government policy.

Draft Master Plan headlines



Growth
to **30mppa**
and **180,000**
ATMs by 2041



Expanded facilities

- Terminal area **60%** larger
- Stands up from 42 to **~75**
- Improved taxiways • Two road access points
- Better public transport access
- Increased parking • Future fuels ready



Noise impact no worse than today

2041 noise contours similar to 2025, enabled by quieter/cleaner aircraft.
Review of sound insulation and take-off/landing to increase altitude of aircraft near the airport.



Regional economic benefits

>£2bn investment to grow up to 30mppa	+£3.6bn/yr Economic contribution
>50,000 Additional jobs supported	+3,800 New jobs at the Airport



Social value

- Targeting East Birmingham/ North Solihull deprivation
 - Local job creation
- Training and apprenticeships
- Community Trust Fund



Environment

- Net Zero by 2033 • Air quality meets objectives
 - Biodiversity Net Gain • Manage PFAS
- Climate-resilient drainage, water efficiency and responsible land management
- Protect Elmdon building with hotel use

To support forecast demand, we will need to enhance passenger, airfield, landside and operational infrastructure around the existing runway and wider Airport estate. Key requirements include an expanded passenger terminal, with increased passenger processing capacity, improved baggage facilities, additional aircraft stands and supporting operational infrastructure. The terminal will need to grow by around 60% to accommodate growth of up to 30 million passengers per annum, while aircraft stand provision would increase from 42 today up to 75 stands by 2041.

As the Airport grows, additional land beyond the current operational boundary will be required for access, parking, ancillary uses, utilities, environmental mitigation and biodiversity enhancement. Benchmarking, against other UK airports, indicates that the Airport operates from a comparatively compact landholding relative to its long-term growth ambitions. The use of additional land would represent a modest increase of around 10-15% to nearly double the throughput at the Airport while maintaining a strong focus on the existing operational footprint and delivering sustainable growth. This Master Plan can inform emerging Local Plans, supporting a strategic and coordinated approach to future land requirements.

The draft Master Plan is not part of a planning application or policy document, but it provides a strategic direction for future development and a reference point for local authorities, transport bodies, investors, businesses, communities and other stakeholders.

The draft Master Plan aligns with the objectives of our existing Sustainability Strategy and Surface Access Strategy, both of which will be updated through the Master Plan period to ensure they continue to support the Airport's sustainable growth ambitions.

Growth at the Airport will be delivered sustainably and guided by demonstrated demand. It will result in enhanced surface access capacity and environmental performance, whilst improving the long-term prosperity and economic growth of the Midlands.

Development will include enhancements to the passenger experience, technological innovation and carbon reduction, ensuring that expansion is both sustainable and resilient.

Why a new Master Plan is needed

Since our 2018 Master Plan was published, the context for aviation, regional development and sustainability has changed considerably. Passenger demand fell sharply during the COVID-19 pandemic before recovering and returning to pre-pandemic levels.

The Airport is now handling more passengers than in 2019, but the nature of our airline offer has shifted. Our growth has been driven by low-cost carriers, European destinations and Middle East hub connections. Although the collapse of Flybe has led to a reduction in domestic flights, the Airport now benefits from a more diverse airline mix delivering growth across all markets.

The use of larger, more efficient aircraft means fewer movements are needed to carry the same number of passengers. However, during peak-times, this creates pressure on terminal capacity, baggage systems, stands and passenger processing.

National aviation policy supports airports making best use of their existing runways and infrastructure to accommodate growth, where environmental, community and surface access impacts are properly considered. This position has been reaffirmed in planning decisions relating to London Luton and London Gatwick airports. Government and regional ambitions for economic growth also strengthen the case for the Airport to support connectivity, productivity and investment across the West Midlands, including in the East Birmingham to North Solihull Growth Zone.

A new Master Plan is needed to guide the Airport's growth over the medium and long term, ensuring it can respond to evolving aviation industry trends and updated national policy while supporting the continued growth and development of the UK Central Hub and Gateway.

Growth forecasts and future demand

Forecasts indicate that the Airport could handle close to 30 million passengers per annum (mppa) by 2041, up from 13.7 mppa in 2025. Drawing on the Airport's unique central location and strong connectivity, we will provide a better service to Midlands' customers that currently need to travel to airports outside of

the region to access their required air services. This will enable the Airport to increase its share of the Midlands air travel market from around 35% to approximately 45%, reducing the need for passengers to travel to airports elsewhere in the UK, particularly in the south of England, and providing greater choice and connectivity closer to home. Growth is expected across European markets, and long-haul traffic is forecast to increase through expanded Middle East and South Asia services, reinstated transatlantic routes and potential new Far East connections.

By 2041, annual aircraft movements are expected to rise to around 180,000, compared with just under 100,000 in 2025, which will still be within the 205,400 Air Transport Movements (ATMs) allowed by the Airport's 2009 planning permission. Larger, newer aircraft will allow passenger growth to be accommodated more efficiently and with lower noise impacts and lower fuel usage than older aircraft. Cargo is also expected to grow, rising from 62,000 tonnes in 2025 to around 90,000 tonnes by 2041, through freighter activity and belly hold cargo.

Sustainability

Sustainability sits at the heart of the Master Plan, building upon the Airport's recently published Sustainability Strategy. Our approach to sustainability can be divided into three key pillars:

1. economic growth and benefits;
2. environmental protection; and
3. social value.

Delivering economic growth and benefits

Passenger and freight growth at the Airport up to 30 mppa, supported by an investment of over £2 billion will see its economic contribution to the West Midlands Region double, increasing by £3.6bn a year by 2041. In turn, this will lead to the creation of over c.52,500 additional jobs, of which 3,800 will be created on site at the Airport. The rest of the new jobs will be associated with activity in the Airport's supply chain, increased tourism and the wider benefits of the enhanced connectivity that growth in passenger and freight activity will deliver.

Environmental protection including Net Zero

Our updated 2026 Sustainability Strategy provides the framework for managing environmental and community impacts as the Airport grows. We have committed to becoming a net zero carbon airport by 2033, focusing on Scope 1 and 2 emissions through energy efficiency, heat electrification, alternative fuels, renewable electricity and solar generation. Future buildings and infrastructure will need to meet high-performance standards and support lower-carbon operations.

The Master Plan recognises that many environmental impacts are indirect and require coordinated action with airlines, suppliers, transport partners and public bodies. Scope 3 emissions from aircraft, surface access, tenant energy use, goods and services and

ground operations will be addressed through collaboration. This will include support for sustainable aviation fuels, emerging hydrogen and electric aircraft technologies, lower-carbon ground operations and improved sustainable transport connections.

Environmental matters including noise, air quality, biodiversity, water, waste, landscape and visual effects have been considered in the development of the Master Plan.

With the continued transition to quieter new generation aircraft (like the A320NEO, B737MAX, A350 and B787 Dreamliner)¹, Civil Aviation Authority noise modelling shows that, when the Airport has grown to 30 mppa and around 180,000 aircraft movements per annum, the noise effects would be no worse than today. The forecast contours are much smaller than those allowed by the 2009 planning permission for the Runway Extension Project. We are proposing a noise envelope management framework to incentivise the transition to quieter aircraft and how the benefits of the new technology are shared between growth and noise reduction for communities.

We recognise that growth will include additional aircraft movements at night, including in the periods immediately before and after the current Night Flying Policy time period. The Airport will therefore look to extend its Sound Insulation Scheme. This will be supported by continued ground noise management and consideration of operational measures such as full-length take-offs and displaced landing thresholds that would increase the altitude of aircraft as they fly over local communities.

¹ Described as 'next generation aircraft' in the 2026-2030 Sustainability Strategy.

Communities and social value

We recognise that our success is closely linked to our neighbouring communities. The Master Plan considers how Airport growth can continue to support local people through jobs, skills, education, community partnerships, charitable initiatives and wider economic activity. Future growth provides opportunities to create career pathways, support local supply chains, improve access to training and skills, and contribute to a more prosperous, connected and inclusive region.

Birmingham Airport provides important social and economic benefits for local communities by offering convenient access to a wide range of domestic and international destinations. This connectivity enables leisure travel, business travel and visits to friends and relatives, enhancing quality of life and broadening opportunities for residents across the Midlands. The Airport also supports the region's visitor economy by facilitating inbound tourism, helping to sustain local attractions, hotels, restaurants and cultural destinations, while generating employment and investment opportunities within the wider economy.



The Airport also understands that growth must be managed responsibly. Community considerations include noise, visual amenity, traffic, landscape, green space and local environmental quality. The Master Plan identifies opportunities for mitigation and community benefit. This includes enhancements to biodiversity, rights of way and links with nearby recreation and landscape assets such as the Historic Environment Ecology and Landscape Management Plan land (HEELMP) to the south of the A45.

Future growth provides opportunities to create career pathways, support local supply chains, improve access to training and skills, and contribute to a more prosperous, connected and inclusive region.

Surface access and connectivity

Improving access to the Airport across all transport modes is a key objective of the Master Plan. The Airport is already well connected by road and rail, with direct access to Birmingham International Station via the Air-Rail link and in close proximity to the strategic

motorway network. However, it is constrained by a principal road access point, and public transport does not always align with early morning passenger peaks or employee shift patterns. Future growth therefore depends on a more resilient, integrated and sustainable surface access offer.

The Master Plan seeks to increase sustainable transport mode share and reduce reliance on private cars through partnerships with local authorities, transport operators, HS2, Network Rail, Midlands Connect, the NEC, Arden Cross and the UKCH. Potential improvements include enhanced bus and coach facilities, improved rail connections, integration with the HS2 Interchange and its Automated People Mover (APM), the potential East Birmingham Metro Extension, improved active travel routes and highway changes to safeguard Airport access and resilience.

This Master Plan sets out our ambition to increase the proportion of people travelling to our Airport by public transport, with a public transport mode share ambition of around 29% for passengers. We will continue to collaborate with transport providers and

regulators to achieve this. Our Airport Surface Access Group includes local authorities, public transport operators and regional and national transport bodies and forms a key part of our ongoing engagement with stakeholders.

Consultation and next steps

This draft Master Plan is being shared for consultation, enabling stakeholders and the public to help us shape its direction before it is finalised. The consultation seeks views on our vision, growth strategy, approach to sustainability and social value, infrastructure needs, surface access priorities, environmental considerations and the Airport's role in the economy of the Midlands. Feedback will be reviewed and summarised in a consultation report.

Master Plan summary

Overall, the Master Plan will provide a strategic framework for the Airport to grow sustainably and responsibly to 2041. It responds to growing passenger demand, the evolving aviation market, the Airport's role in the Midlands' economy and national and regional growth objectives. It makes best use of existing runway capacity while identifying the infrastructure, land, transport improvements, environmental measures and partnerships needed to accommodate future demand. Sustainability, net zero carbon, community value, passenger experience and resilience are central to the Master Plan, enabling the Airport to strengthen its role as the Midlands' principal international gateway while supporting passengers, businesses, communities and regional prosperity.

Serving one of the largest and most diverse catchment areas of any UK airport, its central location makes the Airport an appealing choice not only for the Midlands, but for much of the UK. Our Master Plan reflects the Airport's local roots, its regional role at the heart of the UK Central Hub, and its national significance in supporting connectivity, investment and economic growth.

The Master Plan will enable us to act as a key economic and development accelerator for the region – providing the air connectivity vital for the expansion of international trade, investment and employment, the growth of inbound tourism, and access to outbound leisure destinations.

Status of the draft Master Plan

This Master Plan is a non-statutory strategic planning document prepared by Birmingham Airport Limited. It is presently in draft consultation form. It is not an adopted supplementary development plan and has no direct development management status. It does not constitute, and should not be treated as, an application for planning permission, listed building consent, advertisement consent, development consent or any other statutory consent or order. It does not constitute a proposal to acquire land

compulsorily, does not authorise compulsory acquisition, and does not commence or prejudice any compulsory purchase process. Any future airport development, land assembly, transport works, mitigation, off-site works or use of additional land would be subject to separate design development, stakeholder engagement, environmental assessment and any necessary statutory consents, including planning applications where required, to be considered on their own merits by the relevant decision-maker. The locations, phasing and forms of development shown are indicative only and may change.



Our vision

To be the Midlands' gateway to the world, unlocking economic prosperity and opportunity through the sustainable development of our infrastructure; delivering exceptional connectivity for people, businesses, and communities.

Growth at the Airport will be delivered sustainably, guided by demonstrated demand, with enhanced surface access capacity and environmental performance, whilst improving the long-term prosperity and economic growth of the Midlands.

Development will prioritise efficient use of the existing runway and infrastructure, enhance passenger experience, technological innovation, and carbon reduction, ensuring that expansion is both sustainable and resilient. To achieve our vision, our objectives are to:

- increase the range of destinations and frequency of flights to both long and short haul destinations to improve connectivity and support broader economic growth;
- work with local and national government to ensure the Airport can best catalyse the region's growth and is not constrained by insufficient land, surface access or airspace capacity;
- support thriving communities through investment in jobs, skills and initiatives that enhance quality of life;
- ensure sustainable growth is at the heart of our plans: meeting economic, social and environmental objectives, including delivering the net zero ambitions of the Airport;
- avoid, reduce or offset the adverse environmental impacts of the Airport and deliver environmental enhancements;
- invest in expanded and enhanced facilities to improve the customer and airline experience;
- underpin our growth, with digital innovations and be ready for the next generations of low carbon aircraft;
- improve access to the Airport across all modes and by linking to HS2; and
- meet or exceed regulatory requirements to ensure safety and security, e.g. aerodrome safeguarding, Aviation Security in Airport Development (ASIAD).

Purpose of the Master Plan

The Master Plan provides a long-term strategic framework that will guide our development proposals over the next 15 years. It is a framework for accommodating future passenger and cargo demand, identifying the infrastructure and land required to support growth and manage the economic, environmental and social impacts of development.

The Master Plan aligns with national aviation policy objectives, including making best use of the existing runway.

The purpose of our Master Plan is to:

- provide a sustainable, long-term vision for the Airport's growth and development;
- demonstrate how growth will support regional and national economic objectives;
- guide how environmental effects, including carbon emissions, noise, air quality and biodiversity impacts, will be managed and mitigated;
- communicate forecast future demand for passenger, aviation and cargo related activities;
- provide a framework and guide to the infrastructure, operational and land use changes needed to accommodate that demand;
- provide a reference point and support coordination between local authorities, investors, businesses, neighbouring development proposals, communities and other stakeholders regarding our plans; and
- establish a framework for delivering sustainable growth consistent with the Airport's Sustainability Strategy.



What has changed since our 2018 Master Plan

Since we published our 2018 Master Plan, the policy, economic and development context within which the Airport operates has changed significantly.

The assumptions that informed the previous Master Plan are now outdated due to changes in travel demand and national, regional and local policy – which is continuously evolving. Additionally, there has been progression in regional infrastructure and the emergence of new growth opportunities across the West Midlands.

The most significant event affecting the aviation sector was the COVID-19 pandemic. Beginning in 2020, international travel restrictions and changing travel behaviours resulted in an unprecedented reduction in passenger demand across the aviation industry. As a result, our growth has been slower than forecast in the 2018 Master Plan.

While recovery in demand was gradual in the years immediately following the pandemic, demand has subsequently rebounded across the UK. The Airport is now handling more passengers than it did in 2019. However, there have been some changes to the nature of this growth. There has been strong growth by low-cost carriers who are operating to a range of European and domestic destinations, as well as increasing hub connections to the Middle East and less flying by smaller regional airlines within the UK following the collapse of Flybe.

This means that there are fewer aircraft movements required each year to accommodate the same level of passenger demand. This delivers environmental benefits and also enables us to be more ambitious in our plans for growth as we seek to optimise use of the Airport's prime asset – the full-length runway.

The changing composition of airline traffic using the Airport has resulted in demand being more concentrated at peak times of the day and therefore the Master Plan must ensure there is sufficient landside, terminal and airfield infrastructure space to accommodate these peaks. We will also further improve the quality of service that we offer to our customers.

Delays to the introduction of several transport projects such as HS2, the A45 Sprint bus route and North Solihull Metro route have meant that usage levels of public transport have not increased as forecast in the 2018 Master Plan. With a much slower return to pre-pandemic demand levels, public transport uptake is only recently returning to pre-pandemic levels.

The Airport sits at the heart of one of the UK's largest concentrations of strategic investment and development activity within the UKCH and UK Central Gateway (UKCG). Progress in the delivery of HS2, together with the emergence of Arden Cross, and investment associated with the NEC, has strengthened the Airport's role as an international gateway to the Midlands. With a central UK location and strong transport links, the Airport is ideally placed to accommodate future growth.

Coupled with the Government's strong emphasis on delivering economic growth, especially in the regions, this creates a favourable context for our renewed ambition to deliver sustainable growth at the Airport and to maximise the benefits we deliver to the regional economy.

We now have a stronger focus on sustainability, working to deliver economic and social benefits whilst seeking to minimise our impact on the environment. We have a new Sustainability Strategy and have made a commitment to reach net zero carbon across the Airport's operations. These ambitions will shape our approach to long-term development.

The new Strategy intends to build on the significant progress we have already made towards achieving net zero airport operations by 2033. Since 2019, the Airport has reduced its direct emissions by 38%, with one of the most significant achievements being the installation of a 6.8 MW solar array on the airfield. The Strategy will build on this momentum through a range of further measures to continue reducing emissions and support the transition to net zero.

Alongside continued management of noise levels, reduction in waste, and water saving strategies, the Airport has now committed to widening its focus to target indirect carbon emissions by engaging and collaborating with key partners.

What has changed since our 2018 Master Plan?

A new context for Birmingham Airport's sustainable growth


**2018
Master Plan**


**2020
COVID-19
shock**


**Today:
recovery
and renewed
ambition**



A CHANGED OPERATING CONTEXT

Travel demand, policy, infrastructure and regional growth opportunities have evolved significantly.



COVID-19 SLOWED GROWTH

Travel restrictions caused an unprecedented fall in demand, making growth slower than anticipated in 2018.



DEMAND HAS REBOUNDED

Birmingham Airport is now handling more passengers than in 2019.



THE TRAFFIC MIX HAS SHIFTED

Strong low-cost growth to Europe, more Middle East hub connections and fewer UK regional flights following the collapse of Flybe.



FEWER MOVEMENTS, GREATER OPPORTUNITY

Larger, cleaner aircraft carry more passengers with fewer annual movements – supporting environmental benefits and better use of the full-length runway.



PEAKS REQUIRE MORE SPACE

Demand is more concentrated at peak times, increasing the need for terminal and apron capacity.



AT THE HEART OF REGIONAL INVESTMENT

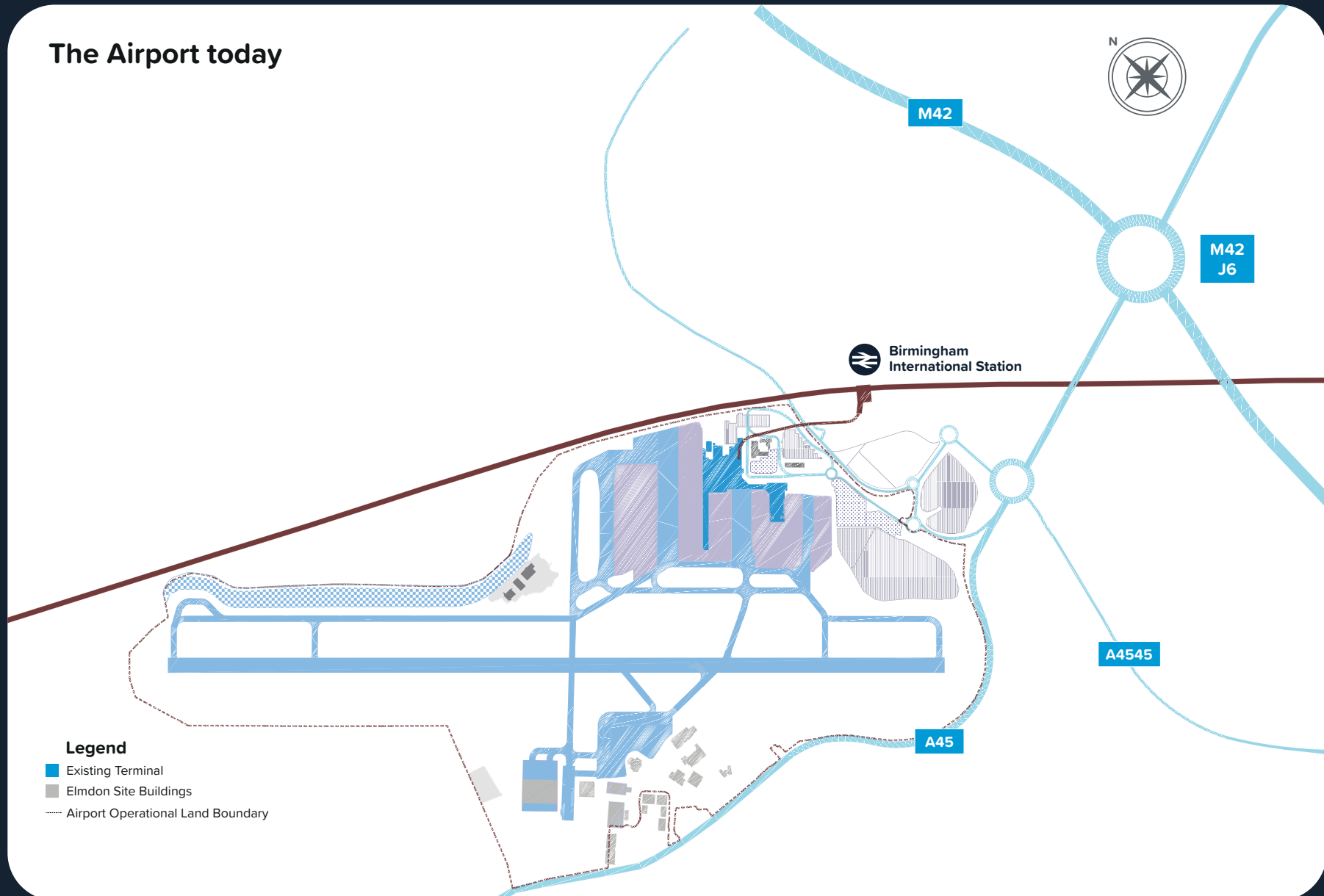
HS2, Arden Cross, UK Central and the NEC strengthen Birmingham Airport's role as the international gateway to the Midlands – and support renewed ambition for sustainable growth.

West Midlands Growth Plan: UK Central Gateway – connecting East Birmingham and North Solihull

“The UK Central Gateway (UKCG) is a once in a generation opportunity for large-scale investment in jobs, growth and living standards, helping to reduce poverty and create opportunity in one of the most disadvantaged areas of the UK. The Gateway connects Birmingham City Centre through East Birmingham and out to the UK Central Hub in Solihull, incorporating key investment and growth areas including Digbeth, Smithfield, Curzon Street and the city’s Enterprise Zone. As well as providing greater accessibility to Birmingham Airport, UKCG will unlock connectivity to the national rail network and leverage HS2’s regional impact and begin to deliver economic growth within the West Midlands even before the full HS2 scheme is delivered. The project is recognised by the National Infrastructure Commission as a national priority for investment due to its potential to create additional growth for the UK as well as local and regional economy. UKCG will leverage at least £10.2 billion private sector investment into several key assets.”



The Airport today



Our Airport today

In 2025, the Airport handled 13.7 million passengers, which was its highest number ever and a significant increase compared to 2015 when 10.2 million passengers used the Airport. Over the same period, freight volumes have increased substantially, mainly through additional long-haul passenger services offering belly hold capacity, increasing from 7,100 tonnes to 62,000 tonnes. The freight market is expected to continue to grow alongside passenger growth.

This growth has translated into a much larger economic footprint across the West Midlands Region², with £3.6 billion in Gross Value Added (GVA) to the West Midlands per year and supporting approximately 55,000 jobs across the region. This is made up of the Airport's contribution from its operations, as well as its beneficial impacts on business and freight productivity and inbound tourism.

In real terms, the Airport's economic contribution from its operations alone has more than doubled, reaching around £1.3 billion in GVA per year. The total number of jobs across the West Midlands, linked directly to Airport operations, has increased by around 60% to approximately 20,000, of which around 9,300 people are employed on our site today, up from 8,050 a decade ago.

The Airport is currently home to around 31 airlines serving 145 direct destinations throughout the UK, Europe and beyond, and offering more than 650 one-stop destinations. In 2025, 12% of passengers were travelling for business reasons and 13% of passengers were foreign visitors to the region for both business and leisure purposes.

This strong growth in activity reflects the Airport's expanding role as a gateway for connectivity, tourism, trade and investment,

which in turn supports further economic activity across the region. In 2025, the Airport supported up to 35,000 jobs and generated £2.3 billion in GVA across the region through the connectivity it provides. This is in addition to the economic contribution from its operation.

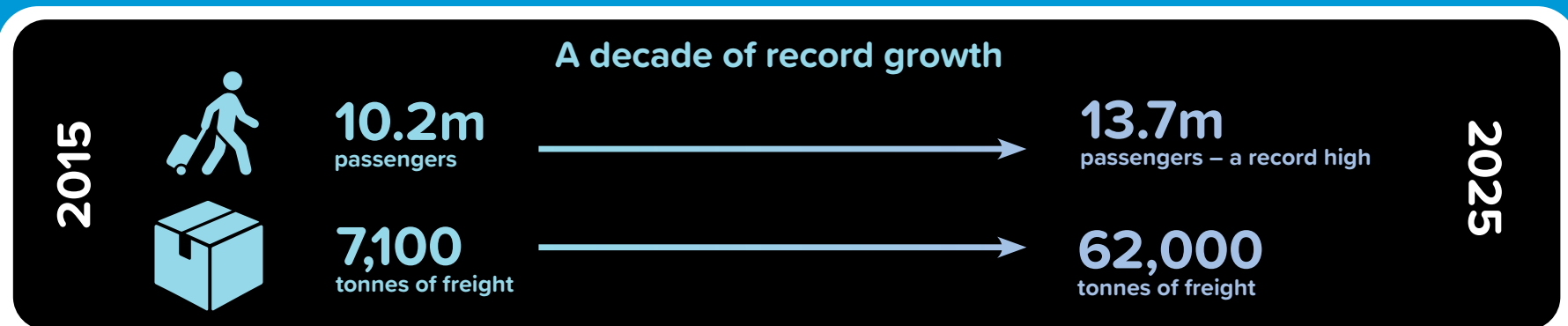
Located at the centre of the Midlands, the Airport also benefits from a substantial catchment. Approximately 9.2 million people live within a one-hour drive of the Airport and 13.3 million are within a 90-minute drive. The latter equates to over one fifth of the population of England and Wales, and this centrality is a major part of the Airport's economic significance.

This Master Plan considers how the Airport can continue to serve the region, as demand and the wider aviation market change over the period up to 2041.

² West Midlands Region comprises the Metropolitan Districts making up the West Midlands Combined Authority, Herefordshire, Shropshire, Staffordshire, Warwickshire and Worcestershire.

Birmingham Airport: the Midlands' International Gateway

Growth, connectivity and economic impact



A GROWING ECONOMIC FOOTPRINT

£1.3bn across the West Midlands Region – more than double the real-terms contribution of 2015 from the operation of the Airport.



SUPPORTING JOBS

9,300 people employed on site and approximately 20,000 jobs supported across the West Midlands – up around 60%.



A DIVERSE PASSENGER BASE

12% travel for business. 13% were foreign visitors to the region in 2025.



GLOBAL CONNECTIVITY

Around 31 airlines, 145 direct destinations and more than 650 one-stop destinations.



TOTAL IMPACT ACROSS THE WEST MIDLANDS REGION

£3.6bn in GVA and up to **55,000** jobs supported through connectivity, trade and investment in addition to the operation of the Airport.



A MAJOR CATCHMENT

29.9m live within a 90 mile radius of the airport – **almost half** the population of England and Wales



PLANNING FOR THE REGION TO 2041

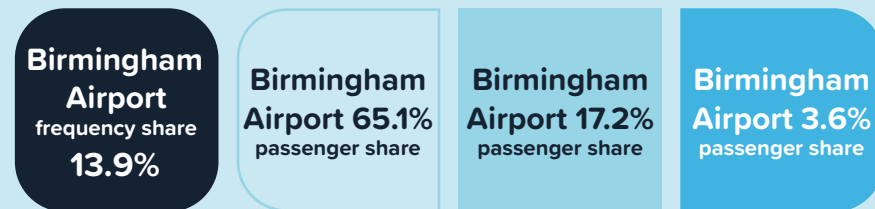
The Master Plan considers how Birmingham Airport can continue to serve the Midlands as demand and the aviation market evolve.

Birmingham Airport 90-mile catchment area

When direct services exist Birmingham Airport dominates passenger share from an inner core catchment area.



Source: ONS 2021 30, 60, 90-mile radius from BHX



Source: OAG Schedule Analyser

Source: ASM Catchment Analyser 2024 – served hub routes AMS, CDG, DUB, DXB, FRA, IST & MUC



Source: smappen 30, 60, 90-mile distance from Birmingham Airport

Our commitment to being a sustainable airport

Our Sustainability Strategy sets out our commitment to consider the key economic, environmental and social benefits, impacts and opportunities in how we develop and operate the Airport.

The Sustainability Strategy works across **ten themes** that reflect long-standing focus areas for the Airport, as well as key emerging challenges such as ensuring sustainable supply chains across our operations. Our strategic sustainability priorities align with the United Nations Sustainable Development Goals (SDGs).

Working with our stakeholders

As part of this Master Plan, we will continue to work closely with a wide range of partner organisations. Many of the environmental and social impacts of the Airport are indirect, arising from activity undertaken by others. Strong partnerships with local and national government, airlines, aviation industry partners, transport providers and our wide-ranging suppliers are essential to delivering coordinated impactful action to achieve better outcomes for the Airport, the environment and our neighbouring communities.

Sustainable Development Goals (SDG) Impact

Focus Area	Sustainable Development Goals Impacted			
Climate Change Mitigation				
Climate Change Adaptation				
Air Quality and Emissions				
Waste Management				
Water and Effluents				
Biodiversity				
Noise				
Quality of Life of Local Communities				   
Economic Impact				 
Sustainable Supply Chain			   	

Connectivity

The Airport is centrally located within the UK and is highly accessible to a wide catchment area by various modes of transport.

The Airport is very well served by public transport, with the Air-Rail link enabling a seamless connection to Birmingham International Rail Station and the West Coast Main Line, which provides high-frequency rail services across the West Midlands and beyond.

Several bus routes provide access to the Airport from surrounding residential centres and the wider Birmingham area, together with longer distance coach routes which provide linkages to destinations across the country.

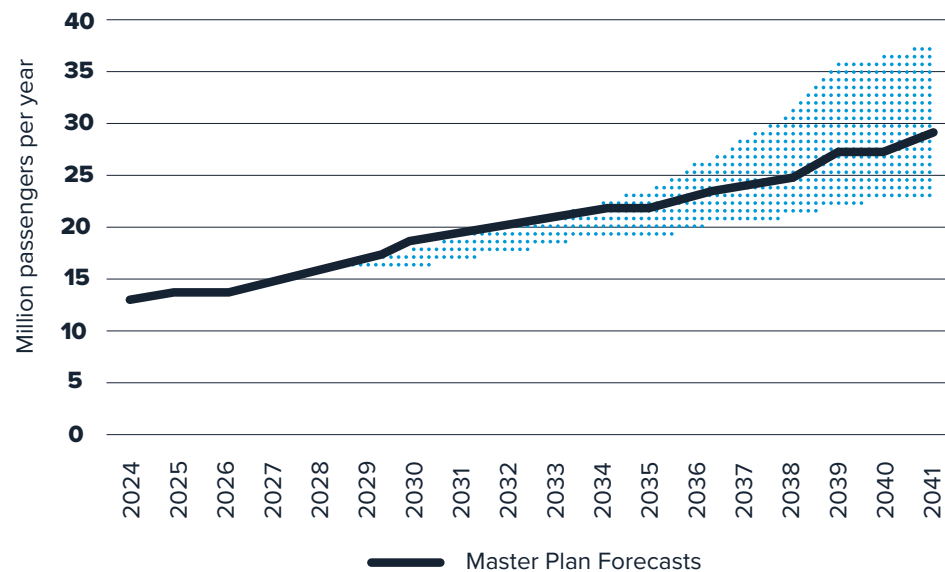
The Airport is supported by near-direct access to the strategic motorway network via M42 Junction 6 and the recently completed A4545 link, with the M6 and M40 also nearby. The local highway network provides connections to surrounding residential areas within Solihull, Birmingham and Coventry along major routes including the A45.

Whilst the Airport is well connected to the highway network, its reliance on limited highway access points could result in capacity constraints and a lack of resilience as the Airport grows.



Our future

Range of Passenger Demand Forecasts



Market trends and future passenger demand

The context for this Master Plan is the continued growth in air passenger and cargo demand across the UK. The Airport's position at the heart of the UK with strong road and rail connections make it an ideal location to accommodate growing demand over the next 10 to 15 years. During this period, several airports in the south of England will continue to operate with constraints on their ability to grow until assets are modified or built and this creates an opportunity for the Airport, when coupled with the strong growth prospects in the Midlands itself. This Master Plan seeks to unlock the potential to accommodate the aforementioned growth.

New forecasts for potential growth at the Airport have been produced, taking account of economic growth projections for the UK economy and how demand for air transport is likely to respond to that growth. Consideration was given to the potential for higher and lower economic growth and increased aviation fuel costs to pay for decarbonisation, as well as the timing of capacity increases at other airports (including London Heathrow, London Gatwick and London Stansted). Given the uncertainty around when additional capacity will be delivered at other airports, a range of forecasts for the Airport were produced. Within that range it was considered that the Airport could be required to handle close to 30 mppa by 2041, and this Master Plan outlines the facilities required to accommodate this level of growth. Any uncertainty relates to the precise timescale over which the Airport might reach 30 mppa, and not the principle of it doing so by the early 2040s regardless of developments elsewhere.

This level of growth is greater than that projected in the Airport's 2018 Master Plan, which forecast 18 mppa by 2033, with a high-growth case of 24 mppa over the same timeframe.

Based on these forecasts, the Airport's share of the Midlands' air travel market will increase from around 35% today, to approximately 45%. This increase will principally be a result of clawing back demand that is 'leaking' to other airports, mainly in the south of England, as the route network develops.

Although much of the growth is expected to be in European markets, long-haul traffic is expected to treble over the 15-year period of the Master Plan, with increased services to the Middle East and South Asia, reinstatement of transatlantic scheduled services and new routes to the Far East, meeting the needs of the regional community for business and leisure travel, as well as facilitating visiting friends and relatives.

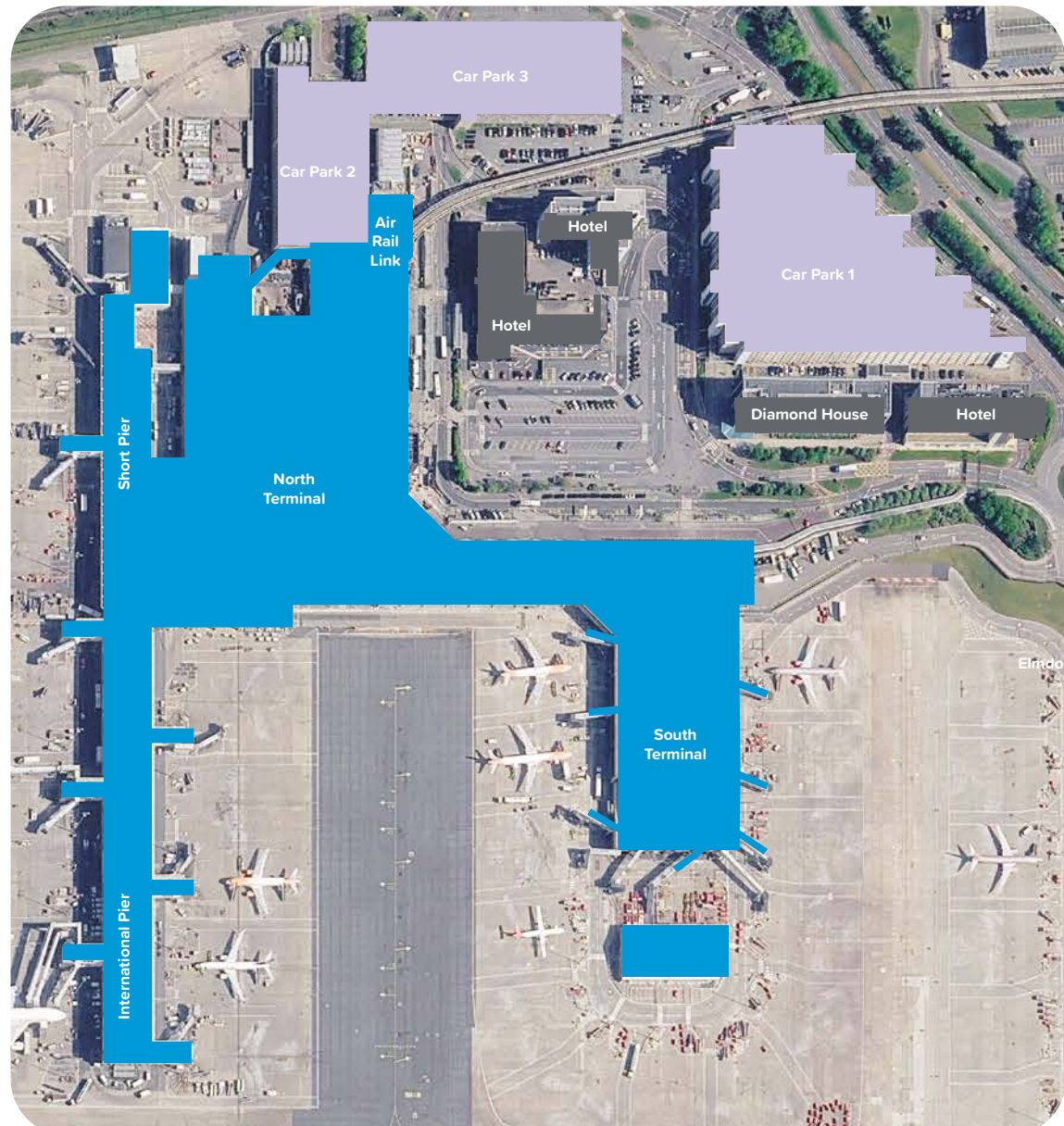
At 30 mppa, the total aircraft movements would be around 180,000 air transport movements per annum, compared to just under 100,000 in 2025. The average number of passengers per aircraft movement is expected to increase by around 20%, mostly driven by the adoption of larger aircraft. This number is higher than assumed in the 2018 Master Plan, demonstrating an increasingly efficient use of our runway. Newer aircraft burn less fuel and generate less noise than the older types, supporting the Airport to grow sustainably.

As a result of growth in passengers, peak hour demand is expected to increase from around 3,000 departing passengers to 5,500. Arriving passengers will increase from 2,500 to 3,900. This means that we will need to expand our passenger terminal and build more aircraft parking stands.



Alongside passenger growth, we are expecting growth in cargo activity supporting the region's exporters and facilitating trade. Since our 2018 Master Plan, we have seen growth in the number of freighter aircraft using the Airport as well as in the amount of cargo that is carried in the holds of passenger aircraft. This growth is expected to continue as the number of long-haul flights with wide-bodied aircraft continues to grow, along with some growth in freighter flights. Overall, we expect the volume of cargo using the Airport to increase from 62,000 tonnes in 2025 to around 90,000 tonnes by the time the Airport is handling 30 mppa, an increase of 45%.

Improved connectivity for passengers and employees is a key aim of the Master Plan, which will encourage increased use of sustainable transport modes over private car usage. There are several ways in which the Airport can help to maximise connectivity and transport interchange by working in conjunction with third-party stakeholders including the NEC, HS2, Network Rail and promoters of the Arden Cross site. In the future, HS2 in particular will assist in strengthening connections between Birmingham and London, and we will seek to capitalise on the enviable position of being the UK's only Airport which will be directly connected to the high-speed railway network.



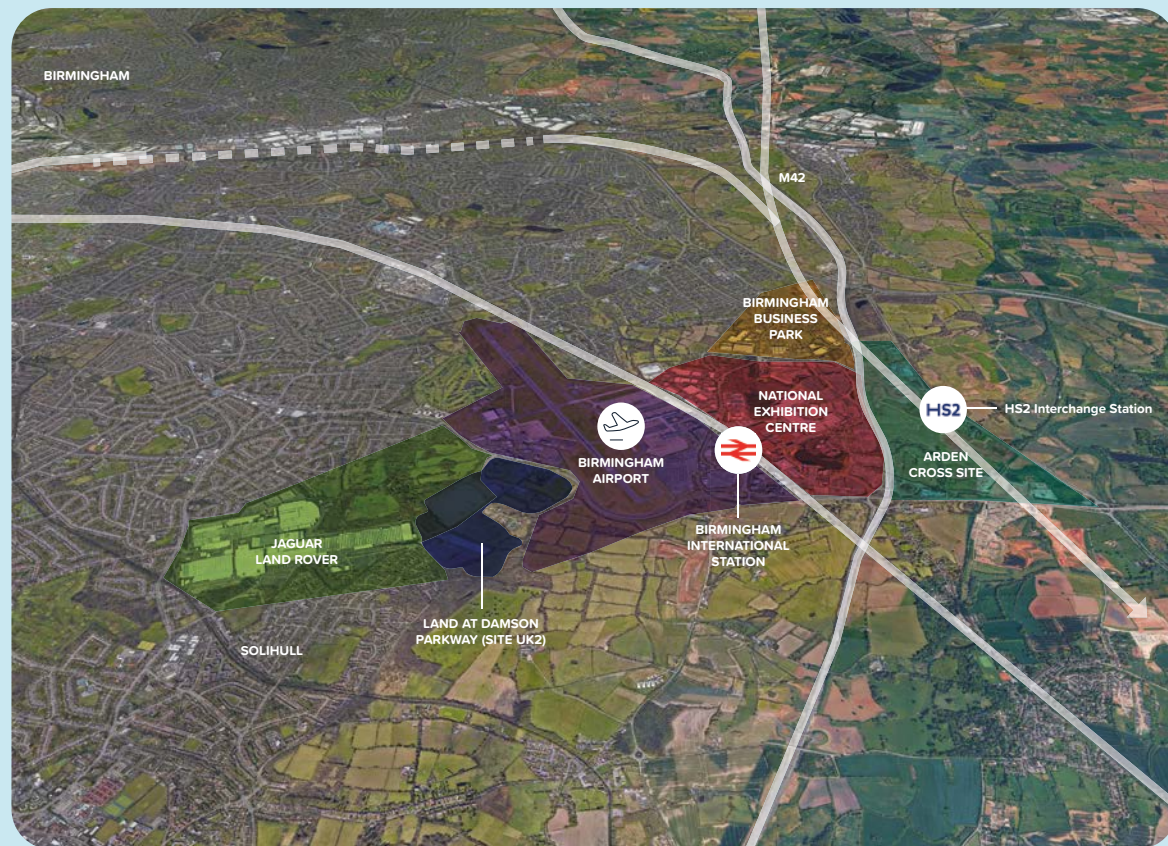
National and regional policy context

Aviation is a critical enabler of national and regional connectivity, supporting the movement of people and goods, facilitating international trade, attracting investment and contributing significantly to economic growth. The UK Government has consistently recognised the strategic importance of the aviation sector within the national economy and its role in supporting economic growth, regional development and international competitiveness. This is reflected in the Department for Transport's (DfT) policy statement: ***Beyond the Horizon the Future of UK Aviation: Making Best Use of Existing Runways*** (2018). The policy supports airports making better use of their existing infrastructure to accommodate growth, subject to appropriate consideration of environmental, community and surface access impacts. This policy is still applicable as confirmed by recent planning decisions relating to London Luton and London Gatwick airports.

National aviation policy continues to emphasise the need to balance economic benefits with environmental responsibilities. Airport development proposals are therefore considered within the framework of the Government's Making Best Use (MBU) policy, the National Planning Policy Framework (NPPF), the UK's wider commitments under

the Climate Change Act 2008 and policy related to net zero targets. DfT has also recently indicated its intention to review and update the existing MBU policy alongside its consultation on the draft Heathrow Expansion National Policy Statement (HENPS), to reflect changes in policy, legislation and aviation demand since the original policy was

published in 2018. This is all within the context of DfT's latest transport strategy for England, set out in **Better Connected – A Strategy for Integrated Transport**. This strategy recognises the crucial nature of connectivity to airports, as part of a new approach to transport that prioritises how passengers experience the network as a whole.



Within the Midlands, the Airport plays a pivotal role in delivering regional economic growth and supporting the ambitions of the seven councils of the WMCA:

- The Airport is at the heart of the **UK Central Hub (UKCH)**, one of the UK's largest regeneration and investment opportunities, encompassing the Airport, Birmingham International Rail Station, the NEC, Arden Cross and the HS2 Interchange Station. This 1,300-hectare mixed-use commercial area is aligning major infrastructure investment, including the HS2 Interchange Station, with significant new developments to create one of Europe's most prominent gateways for business, leisure and living. The **UKCH and the wider UKCG** is identified as a key growth opportunity in the **West Midlands Growth Plan** and the **Solihull Connected** transport strategy.
- The Airport also sits within the **East Birmingham and North Solihull Growth**

Zone, which is a flagship Government programme to deliver inclusive growth in the West Midlands. The programme seeks to deliver new ways of working, establish strategic partnerships, increase investment and shape how public services are delivered. The WMCA has additional powers and commitments to deliver the Growth Zone, including an extended Midland Metro scheme to link the area with wider economic opportunities, including a new football stadium as part of the Birmingham Sports Quarter.

The planning and delivery framework within which the Airport operates has continued to evolve. The **Planning and Infrastructure Act 2025** introduced Spatial Development Strategies (SDS) to address large scale growth and infrastructure requirements, updated various consents and compulsory purchase powers to speed up processes and provided extra powers for Development Corporations to speed up delivery of large-scale projects.

Local plans across the region, support growth at the Airport in various ways. The Airport sits within the Metropolitan Borough of Solihull and the **adopted Solihull Local Plan** provides policies to direct growth at the Airport. Solihull's **emerging Local Plan** will identify further growth across the Borough, including development associated with the UKCH and locations that will be influenced by the arrival of HS2. Other Local Plans in the West Midlands are also important to bring forward wider transport proposals and place making that connect the region to the Airport.

We welcome the emergence of the **West Midlands Spatial Development Strategy** to provide further strategic level planning certainty for growth in the area. As the region's principal international transport gateway, the Airport will play an important role in supporting the connectivity requirements of this planning growth and ensuring that residents and businesses have access to national and international markets and destinations.

Delivering on regional growth

Through its unique strategic location and connectivity advantages, the Airport acts as a gateway to the region, helping to attract investment, support trade, strengthen labour market accessibility and enhance the international profile of the Midlands. The Airport's role is therefore aligned with both national economic ambitions and regional growth strategies that seek to maximise the economic benefits arising from major infrastructure investments, particularly HS2.

Delivering the Master Plan can be a catalyst for development of the wider UKCH and provide an anchor enabling development to attract investment into the wider East Birmingham and North Solihull regeneration programme. The forecast growth in passenger numbers at the Airport provides the initial conditions for investment to be prioritised in the region, aligned with other infrastructure commitments

in the area to provide early delivery of outcomes expected in the West Midlands Growth Plan.

We will work collaboratively to bring forward the Master Plan as part of the delivery of the wider UKCH programme. Ensuring that future development of land, which may include the West Car Park and areas of Damson Parkway (Site UK2) suitably address the Airport's requirements and the wider considerations of the UKCH and UKCG.

Our sustainability commitment

The Master Plan is founded on a commitment to sustainable growth, ensuring that future development supports economic prosperity whilst responding to environmental and social considerations. Consistent with national planning and aviation policy, the Airport will seek to accommodate future demand through the efficient use of existing infrastructure and

operational Airport land, while minimising adverse impacts on neighbouring communities and the natural environment. Central to this approach is the Airport's commitment to achieving net zero operational emissions by 2033, supporting both regional climate ambitions and the UK's statutory commitment to achieve economy-wide net zero greenhouse gas emissions by 2050. This Master Plan is in full alignment with our Sustainability Strategy, which establishes our long-term sustainability vision, objectives and actions, and guides decision making across our operations and future development.



Our journey to 2041

Growth and development of the Airport

The Airport is expected to play an increasingly important role in supporting connectivity, trade, tourism and investment across the Midlands over the coming decades.

By 2041, the Airport could serve up to 30 mppa providing a greater choice of destinations, enhanced passenger facilities and improved connectivity across the UK and around the world. This requires us to improve and expand our infrastructure, including the passenger terminal, road connections and the airfield. We are committed to growing sustainably, taking account of economic, environmental and social considerations.

The Airport of 2041 will build on the strengths that already exist, while evolving to meet changing passenger expectations, technological developments and the future needs of the region. Our aim is to accommodate growth as far as we can within our existing site, making best use of our existing facilities, buildings and assets. However, this Master Plan considers additional areas of land that may be required to accommodate anticipated growth over the period to 2041 to ensure that the Airport can maximise its contribution to delivering a well-connected Midlands' economy. This approach is consistent with the Airport's 2018 Master Plan which also indicated off-site land requirements to accommodate growth.





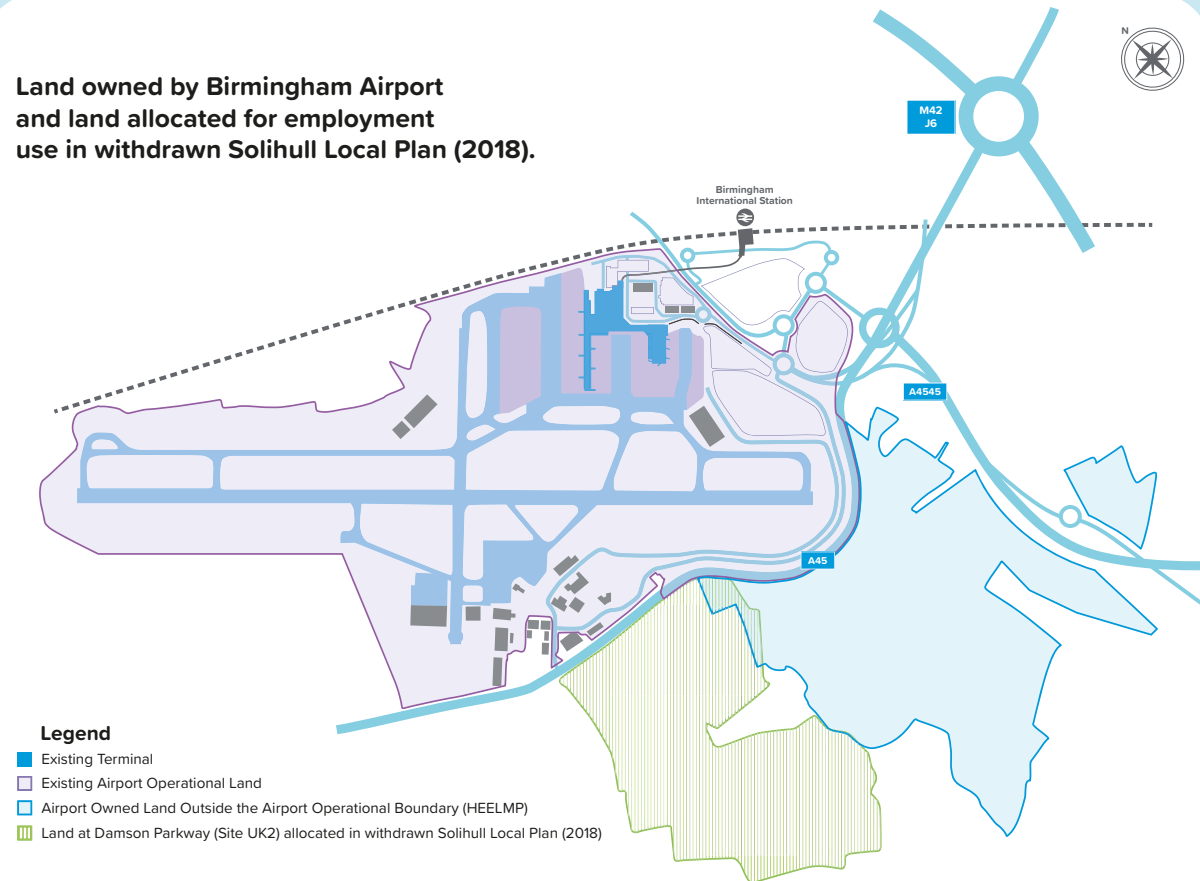
In alignment with the MBU policy and our Sustainability Strategy, the Master Plan proposes growth that optimises use of the existing runway and also maximises use of land within the Airport's existing operational boundary.

Development of the Airport up to 2041 will continue to evolve around its existing runway and enable the delivery of a coherent, connected site. Development will focus on expanding passenger facilities, aircraft stands and associated operational infrastructure in areas immediately adjacent to the passenger terminal. This will help to maintain efficient passenger journeys, maximise stands in locations with reasonable proximity to the terminal and make best use of land closest to aircraft operations.

As these core operational areas are developed, some existing landside and ancillary functions will need to be relocated elsewhere across the wider Airport estate, creating the flexibility required to accommodate future growth while continuing to support Airport operations.

A construction strategy will be developed to minimise operational disruption throughout delivery. Where possible, early phases will make use of underutilised space outside the terminal building to create additional floor area, reducing the need to work within live, operational parts of the Airport.

Land owned by Birmingham Airport and land allocated for employment use in withdrawn Solihull Local Plan (2018).



Artist's impression



The development of the Airport up to 2041 will be delivered in a phased approach in accordance with forecast growth, to enable the following key changes:

- enhanced passenger terminal facilities;
- increased aircraft stand capacity and airfield infrastructure, including operational, ancillary and support facilities;
- improvements and changes to surface access provision to reflect impacts of terminal expansion and to accommodate passenger growth, including stronger connectivity across all modes of transport;
- alterations and enhancements to energy, waste and utility related infrastructure; and
- embedded mitigation and areas of land for Biodiversity Net Gain (BNG), potentially including use of land outside of the current operational boundary.

Together, these improvements will support future growth while helping maintain an efficient, resilient and well-connected Airport.

Apron and Airfield

To meet projected demand, the number of aircraft stands will need to increase from 42 today to between 70 and 75 stands by 2041 to accommodate the growing number of aircraft

expected to be based at the Airport overnight. The Airport will also need to accommodate more wide-bodied aircraft during the day to meet the growth in long-haul demand. In addition to increasing the number of stands available for aircraft parking, we have an aspiration to increase the number of stands directly adjacent to our terminal piers to provide an improved level of service, enabling more passengers to walk directly to their aircraft without needing to use a bus. The longer-term Master Plan proposals therefore include a new south pier, extension of the international pier, and a new satellite building to the north.

Terminal Building

Alongside expanding our aircraft aprons, we will also need to extend our terminal building. Our aim, over the 15-year period of this Master Plan is to consolidate our facilities across the north and south terminals to provide a single integrated terminal facility. Reflecting forecast passenger growth to around 30 mppa, detailed capacity and demand analysis indicates the terminal will need to increase in size by around 60%, allowing us to improve the standard of service that we offer our passengers. This terminal expansion will need to be provided on both airside and landside. This work will be phased and carefully sequenced to minimise disruption

to passengers and operations, prioritising the use of existing underutilised space.

Landside

Expansion of the terminal building alongside the need to provide improvements to surface access capacity means that existing landside surface access assets, including facilities within the Central Terminal Area and areas of car parking, will be affected and require relocation. For example, bus and coach bays, taxi ranking and the Premium Set Down will need to be moved to accommodate terminal expansion, and it will be important to provide replacement facilities as close to the terminal as possible for passenger convenience, whilst considering existing constraints. These replacement surface access facilities will also need to include increased capacity to cater for planned passenger growth, such as a greater number of bus and coach stands and pick-up / drop-off bays.

The proposed HS2 APM works will affect the current location of the Car Hire Village, requiring relocation of this facility. Similarly, the proposed expansion of the aircraft apron in longer-term phases of the Master Plan will affect Car Parks 4 and 5, with a new area of land needed to accommodate a replacement for this large area of passenger parking.

Elmdon Site

Together with the potential removal of existing passenger parking on the Elmdon Site to accommodate expansion of ancillary Airport facilities, additional areas of off-site land will be required to accommodate not only the displaced areas of existing parking, but also to provide increased passenger parking spaces and accommodate a new area of parking within the Elmdon Site.

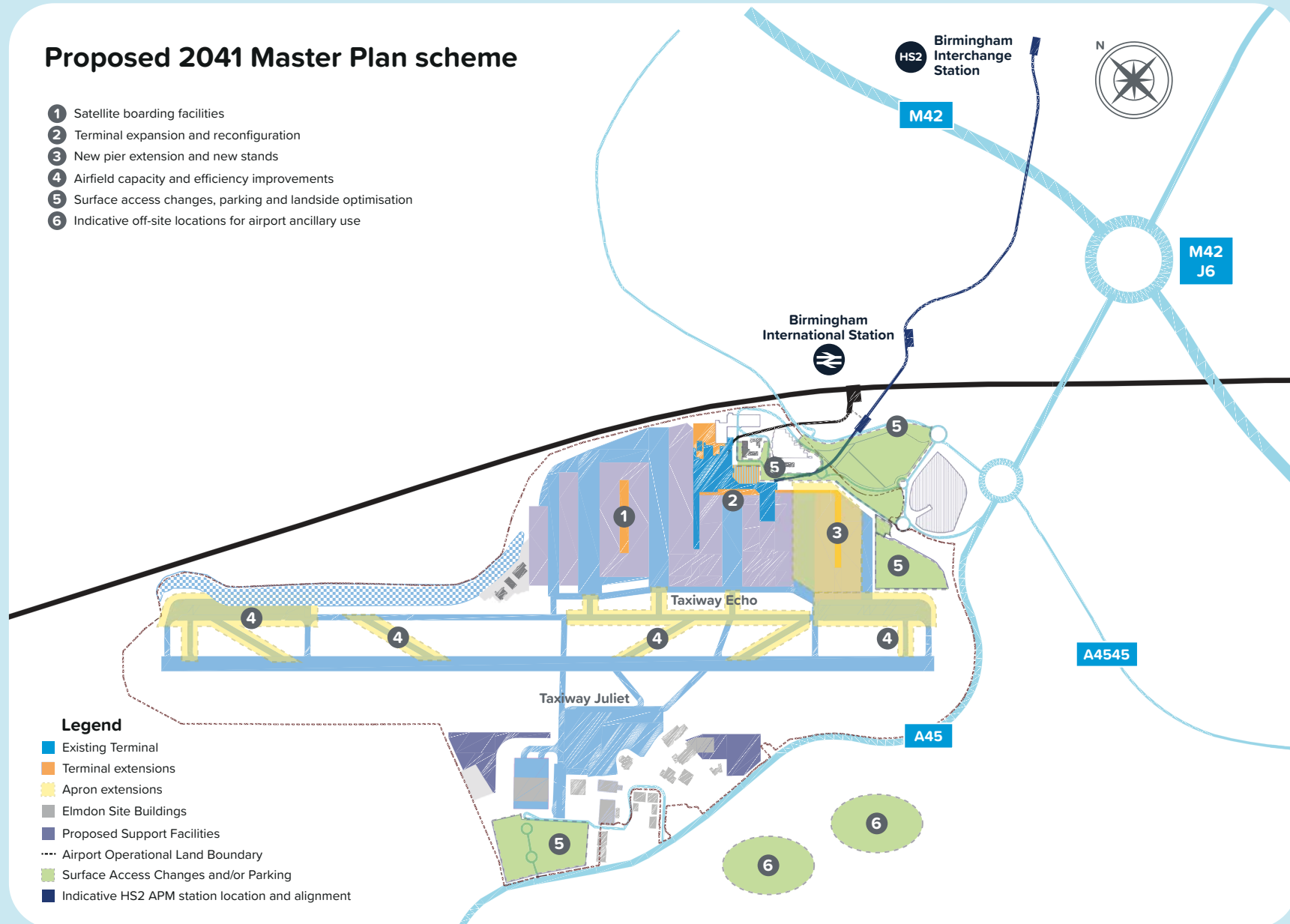
In addition to the creation of a new parking area on the Elmdon site, the Master Plan proposes improvements to various ancillary facilities, which include the provision of a centralised security checkpoint, a replacement Fuel Farm and amendments to the airside apron. We are also considering ways in which the Elmdon terminal building could be converted into a hotel, and this would require improvements to the surrounding area to simplify the highway network and enhance the public realm.

The graphic on the following page represents an illustrative framework for growth as a long-term vision for how the Airport will develop towards the end of the 15-year Master Plan period. As circumstances change, the timing, scale and form of future development may also evolve in response to passenger demand, technological developments and wider regional opportunities.



Proposed 2041 Master Plan scheme

- 1 Satellite boarding facilities
- 2 Terminal expansion and reconfiguration
- 3 New pier extension and new stands
- 4 Airfield capacity and efficiency improvements
- 5 Surface access changes, parking and landside optimisation
- 6 Indicative off-site locations for airport ancillary use



First stage of Master Plan development (2026-2031)

Over the initial 5-year period of the Master Plan, up to 2031, several key improvements are planned or are being considered to help enhance passenger facilities, support operations and prepare the Airport for future growth. These include but are not limited to:

- northern airfield stands and associated airfield reconfiguration;
- terminal northern baggage handling system expansion and improvement;
- terminal baggage claim hall expansion;
- projects to address future power requirements and to replace heating, ventilation and air conditioning (HVAC)

- equipment as we head towards our net zero objective;
- changes to landside areas and amendments to location of the Car Hire Village to accommodate the planned HS2 APM construction; and
- improvements to surface access facilities.

These developments are proposed to improve current operational performance and increase flexibility and capacity to enable the subsequent stages of growth, whilst building upon the continuous improvements delivered across the Airport in recent years.

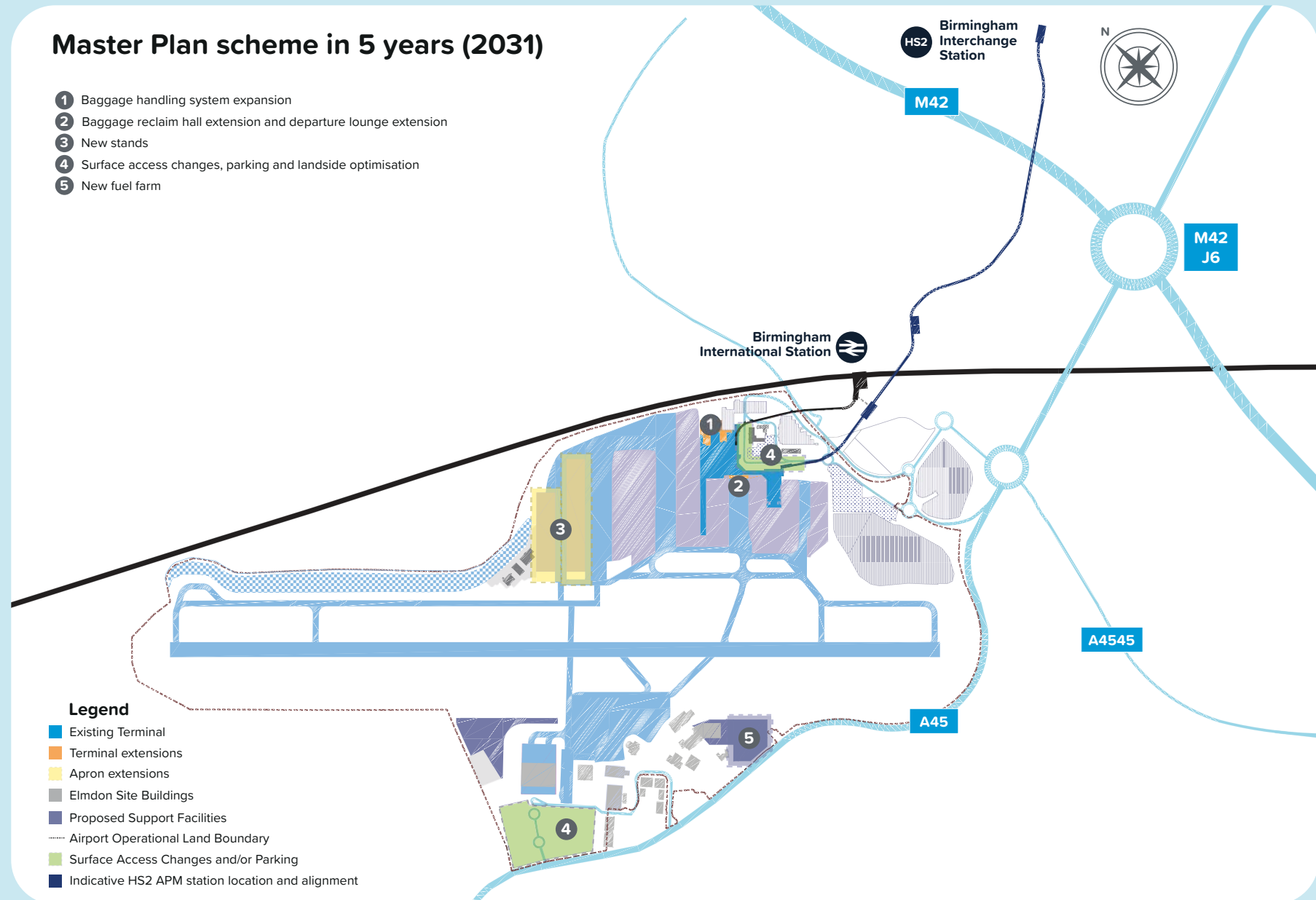
In addition, we will need to consider the requirement for increased capacity associated with different modes of transport for passengers and employees. These changes will include enhancements to bus and coach facilities, walking and cycling and changes to car parking, including pick-up and drop-off facilities.

Together, the proposed changes will help strengthen the overall passenger experience and operational resilience while supporting the longer-term vision of the Master Plan.

The graphic overleaf demonstrates how the Airport may be developed over the 5-year period, to provide the necessary uplifts in capacity.

Master Plan scheme in 5 years (2031)

- 1 Baggage handling system expansion
- 2 Baggage reclaim hall extension and departure lounge extension
- 3 New stands
- 4 Surface access changes, parking and landside optimisation
- 5 New fuel farm



5 year indicative scheme development (2026-2031)

Location	Proposed Development	Rationale
Terminal	Baggage handling system expansion	A phased expansion of the baggage handling system in the North Terminal will support forecast growth in passenger demand. The expansion will increase the baggage handling capacity, improve operational resilience and provide greater flexibility in check-in and baggage processing and storage, supporting future terminal growth.
Terminal	Baggage reclaim hall extension and departure lounge extension	Growth in passenger numbers will increase demand on baggage reclaim, passenger circulation and departure lounge facilities within the terminal. The extension will provide additional space for baggage reclaim and passenger processing, improve operational flexibility and strengthen connectivity between the North and South Terminal areas, supporting a more efficient passenger journey.
Apron	Stand reconfiguration	The expansion of terminal baggage reclaim hall facilities will require the reconfiguration of the adjacent aircraft stands (stands 16 and 40) and associated airside infrastructure. These changes will ensure that terminal development can be accommodated, whilst maintaining safe and efficient aircraft operations.
Apron	New stands	Additional aircraft stands are proposed to accommodate growth in aircraft movements and passenger demand. The development will increase aircraft parking capacity, improve operational flexibility and support a greater proportion of aircraft parking on contact and near-terminal stands, helping to improve passenger experience and operational efficiency.
Landside	Surface access and landside facilities	Growth in passenger demand will increase pressure on landside facilities and access arrangements. This development will involve reorganising existing facilities, including car hire, valet parking and bus and coach bays, to improve the utilisation of Airport land and support delivery of the future terminal and operational development. The changes will create additional flexibility within the Airport's core operational area whilst maintaining convenient access for passengers and other users. The proposals also support a coordinated approach to Airport growth by integrating surface access, parking and terminal development requirements.
Landside	Parking reconfiguration and expansion	Passenger growth will require additional parking, changes to surface access arrangements and more efficient use of land across the Airport estate. This phase of development will increase parking provision and reconfigure access routes to support passenger growth, whilst maintaining access to the terminal area.
Elmdon Site	New area of parking	Creating a new area of parking within the Elmdon Site will allow existing Airport land to be used more efficiently, providing additional parking in a location which remains close to the terminal facilities.



Master Plan development beyond 2031

The latter stages of the Master Plan will respond to changes in passenger demand, airline requirements, aviation technology, policies and environmental priorities and the wider economic needs of the Midlands.

Future Airport growth will therefore require consideration of changes to passenger facilities, aircraft operations, transport infrastructure and supporting functions across the wider Airport estate. As the Airport's operational needs evolve, there may be different ways to deliver these longer-term requirements whilst continuing to support efficient and resilient Airport operations.

Key changes which are anticipated as being required beyond 2031, to accommodate sustainable Airport growth, are likely to include:

- continued development and expansion of the passenger terminal, to provide a centralised passenger processor and increases to internal space;
- expanded car parking provision for both passengers and employees, including new areas of off-site parking;
- reconfiguration of landside transport facilities to accommodate terminal expansion and / or increased passenger numbers;
- changes to the Airport's highway network to provide increased capacity and accommodate improvements to various modes of transport;
- environmental mitigation including contributions to achieve Biodiversity Net Gain; and
- energy generation through exploring opportunities to produce green energy off-site in collaboration with partners.

The Master Plan establishes a flexible framework for the delivery of improvements in accordance with forecast passenger growth. This approach allows the Airport to continue evolving alongside future opportunities while supporting the needs of passengers, businesses and communities.

Land requirements

The Airport currently operates from a site of 361 hectares. The site is bounded by existing transport infrastructure, surrounding development and environmental constraints. These factors limit opportunities for expansion within the current operational area.

Benchmarking against other major UK airports indicates that the Airport operates from a comparatively compact landholding relative to its long-term growth ambitions. Airports handling between 30 and 40 mppa typically occupy substantially larger sites, providing greater space for passenger facilities, aircraft stands, supporting infrastructure and operational uses.

As the Airport continues to grow, land will be required outside of our current operational boundary for airport ancillary uses such as, utilities, surface access and biodiversity enhancements. Future land requirements may also create opportunities to strengthen integration with the wider regional and national transport network, supporting the Airport’s role as a key gateway for the Midlands.

Potential areas of land to enable landside expansion outside of the Airport’s operational boundary include the HEELMP area and a section of promoted development land at Damson Parkway

(Site UK2) identified within the withdrawn Solihull Local Plan. In addition, we are investigating expansion into an area of land known as the West Car Park, near to the current terminal building. Development of land in these areas would be subject to environmental surveys and assessments, permitting requirements, planning permission and negotiation with landowners. These areas provide opportunities to support the long-term development of the Airport and the wider connectivity needs of the Midlands.

Recognising these potential land requirements within future planning policy will help ensure that opportunities remain available to support future connectivity, employment, investment and economic growth across the region. The future use of any new areas of land for Airport purposes would continue to be balanced with environmental considerations, including biodiversity, landscape, heritage and other environmental commitments, and be subject to the appropriate planning and assessment processes.

Airport	2025 recorded passengers	Total site area	How it compares to Birmingham Airport
Birmingham (BHX)	13.7 million	361 hectares	—
London Luton (LTN)	17.8 million	c. 430 hectares	c. 1.2x larger
Manchester (MAN)	32.1 million	560 hectares	c. 1.6x larger
London Gatwick (LGW)	42.8 million	674 hectares	c. 1.9x larger

Source: CAA UK Airport Statistics 2025.

10-year indicative scheme development (2031-2036)

Location	Proposed Development	Rationale
Terminal	Satellite boarding facilities	Continued growth in aircraft operations and passenger activity will increase demand for contact stands and gate capacity. Phased satellite facilities will provide additional gate capacity for passenger boarding and waiting areas at peak times. Associated apron works will ensure the effective integration of terminal and aircraft operations.
Terminal	Terminal expansion and reconfiguration	As passenger numbers continue to grow, additional terminal capacity will be required across baggage handling, passenger processing and circulation areas. This phase supports terminal expansion and ongoing reconfiguration of internal layouts to optimise passenger flow and operational efficiency. These improvements will contribute to our long-term vision of more centralised passenger processing facilities.
Apron	New stands	Building on the stand expansion delivered in the previous phase, further apron development and reconfiguration in the Northern Apron and terminal pier ends will provide additional aircraft parking capacity and operational flexibility. The development supports the continued growth of the Airport's aircraft stand capacity and ensures apron infrastructure evolves alongside terminal and airfield improvements.
Apron	Airfield capacity and efficiency improvements	Forecast growth shows an increase in peak aircraft movements. Improvements to runway access, holding areas and taxiway infrastructure will support aircraft movements on the ground, helping maximise throughput from the Airport's single runway operation, whilst maintaining safe and resilient operations.
Landside	Parking expansion and optimisation	Continued growth in passenger demand will require additional parking and supporting landside facilities across the Airport estate. Additional parking capacity will support changing passenger travel patterns whilst enabling land within the core operational area to be used more efficiently for aviation-related development.
Landside	Surface access and landside facilities	Changes to the Airport's internal roads and realignment of Bickenhill Lane will be required to accommodate expansion of the passenger terminal and enable flexibility in how improvements to surface access facilities for different modes of transport are delivered. The proposals will also seek to provide improved capacity for transport modes, including pick-up and drop-off, buses and coaches.
Elmdon Site	Ancillary facilities expansion and reconfiguration	Forecast growth in passenger numbers and aircraft movements will lead to an increase in demand for operational and support functions. Expansion of ancillary facilities at the Elmdon Site will provide additional capacity, ensuring these facilities can continue to meet future operational requirements.
Terminal	Satellite boarding facilities	Continued growth in aircraft operations and passenger activity will increase demand for contact stands and associated gate capacity. The phased satellite facilities will provide additional gate capacity for passenger boarding and waiting areas at peak times. Apron works will ensure the effective integration of terminal and aircraft operations.

15-year indicative scheme development (2036-2041)

Location	Proposed Development	Rationale
Apron	Stand expansion and reconfiguration	Building on the stand development delivered in earlier phases, expansion of the apron will provide additional aircraft parking capacity and operational flexibility to support the Airport's long-term growth. Apron reconfiguration will help optimise aircraft stand utilisation and support improved distribution of aircraft parking positions.
Terminal	Pier expansion and apron integration	As aircraft operations continue to grow, a greater proportion of aircraft stands are expected to be connected directly to the terminal. A new pier will expand passenger capacity, improve connectivity between terminal and aircraft operations, and support a more efficient contact stand operation across the Airport.
Terminal	Terminal and passenger processing expansion	Forecast growth will result in a requirement for additional capacity across passenger processing and terminal areas. The proposed development includes further terminal expansion and reconfiguration to improve passenger flow and operational efficiency. The development will also contribute to our long-term vision of more centralised passenger processing facilities to maintain a seamless passenger journey across the terminal.
Airfield	Airfield capacity and efficiency improvements	Forecasts indicate a continued increase in peak aircraft movements. Further airfield improvements will support more efficient aircraft movements and help maximise throughput from the Airport's single runway operation. These improvements will maintain safe and resilient operations whilst making best use of the existing runway infrastructure.
Landside	Surface access, parking and landside optimisation	Passenger growth and evolving travel patterns will continue to increase demand for improvements to Airport access, parking and passenger landside facilities, including a focus on sustainable transport modes. Additional parking provision, road network improvements and changes to public transport facilities will support future demand whilst maintaining flexibility in how surface access is provided across the Airport estate.
Ancillary facilities	Ancillary facilities expansion and reconfiguration	Growth in aircraft movements and Airport activity will increase demand for engineering, maintenance, ground handling and other operational support functions. Expansion of these facilities will ensure capacity is available to support day-to-day Airport operations and future airfield activity.



Artist's impression





easyJet

swissport

ZHI

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Sustainable growth

The Sustainability Strategy 2026-2030 continues the Airport's commitment to responsible and sustainable growth, social responsibility, and achieving Net Zero, ensuring the Airport continues to serve millions of passengers while protecting the environment and supporting local communities. In accordance with the National Planning Policy Framework airport development proposals should therefore have an acceptable environmental effect.

This draft Master Plan is informed by an appraisal of the economic, social and environmental impacts to demonstrate that overall sustainable growth can be achieved, including opportunities for mitigation.

Economy and jobs

The Airport's economic impact is expected to increase between 2025 and 2041, as the number of passengers using it grows. The charts on the next page break down this economic impact for the West Midlands

Region, WMCA area, Solihull and Birmingham. The charts show the expected increase in GVA and jobs, as a result of the Airport's operations, as well as its beneficial impacts on businesses and freight productivity and inbound tourism.

The total economic contribution of the Airport would grow substantially between 2025 and 2041:

- West Midlands Region – an increase in jobs of 52,500 to 107,400 and a doubling of annual GVA contribution from £3.6bn to £7.2bn.
- WMCA area³ – an increase in jobs of 38,000 to 79,800 and a doubling of annual GVA contribution from £2.7bn to £5.4bn.
- Solihull Metropolitan Borough – an increase in jobs of 10,400 to 26,300 and a more than doubling of annual GVA contribution from £1.1bn to £2.3bn.

- Birmingham City Council area – an increase in jobs of 19,700 to 28,200 and a near doubling of annual GVA contribution from £1.2bn to £2.3bn.

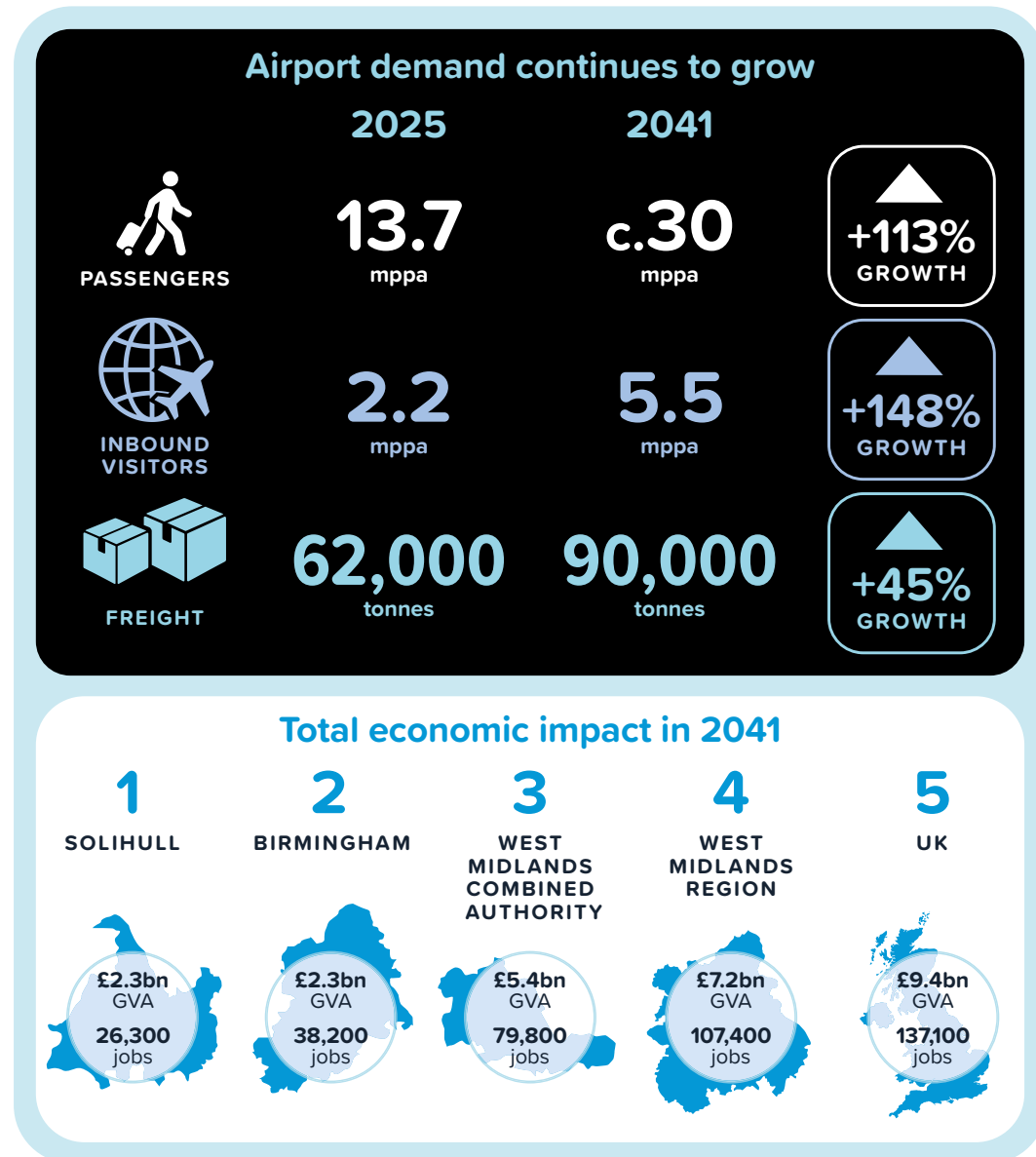
Beyond the specific areas listed, benefits would also be realised across the other districts that make up the WMCA and across wider areas of the West Midlands including Staffordshire, Warwickshire and Worcestershire in close proximity to the Airport.

As well as these ongoing benefits from increasing activity at the Airport and the air connectivity that it brings, there will also be new job opportunities created by investment of over £2 billion at the Airport to deliver the facilities to accommodate growth up to 30 mppa. This will deliver additional economic value, which will be targeted expressly at areas in need of employment through the Airport's ongoing initiatives to maximise its local supply chain.

³ The cities of Birmingham, Coventry, and Wolverhampton and boroughs of Dudley, Sandwell, Solihull, and Walsall

Masterplan 2041: growth and impact at a glance

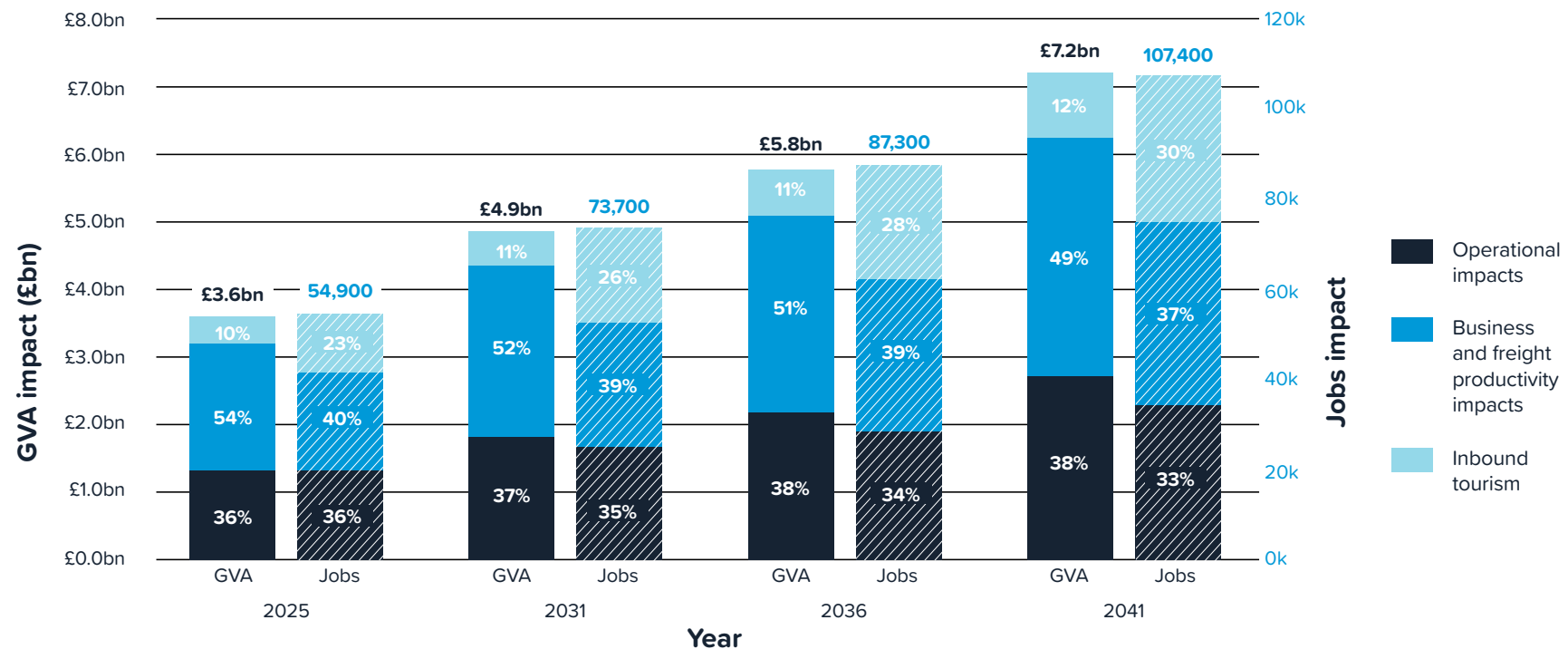
Forecast, 2025-2041



West Midlands Region: GVA and jobs growth

Operational impacts, business and freight productivity impacts, and inbound tourism

GVA rounded to £0.1bn | Jobs rounded to the nearest 100 | In 2026 prices

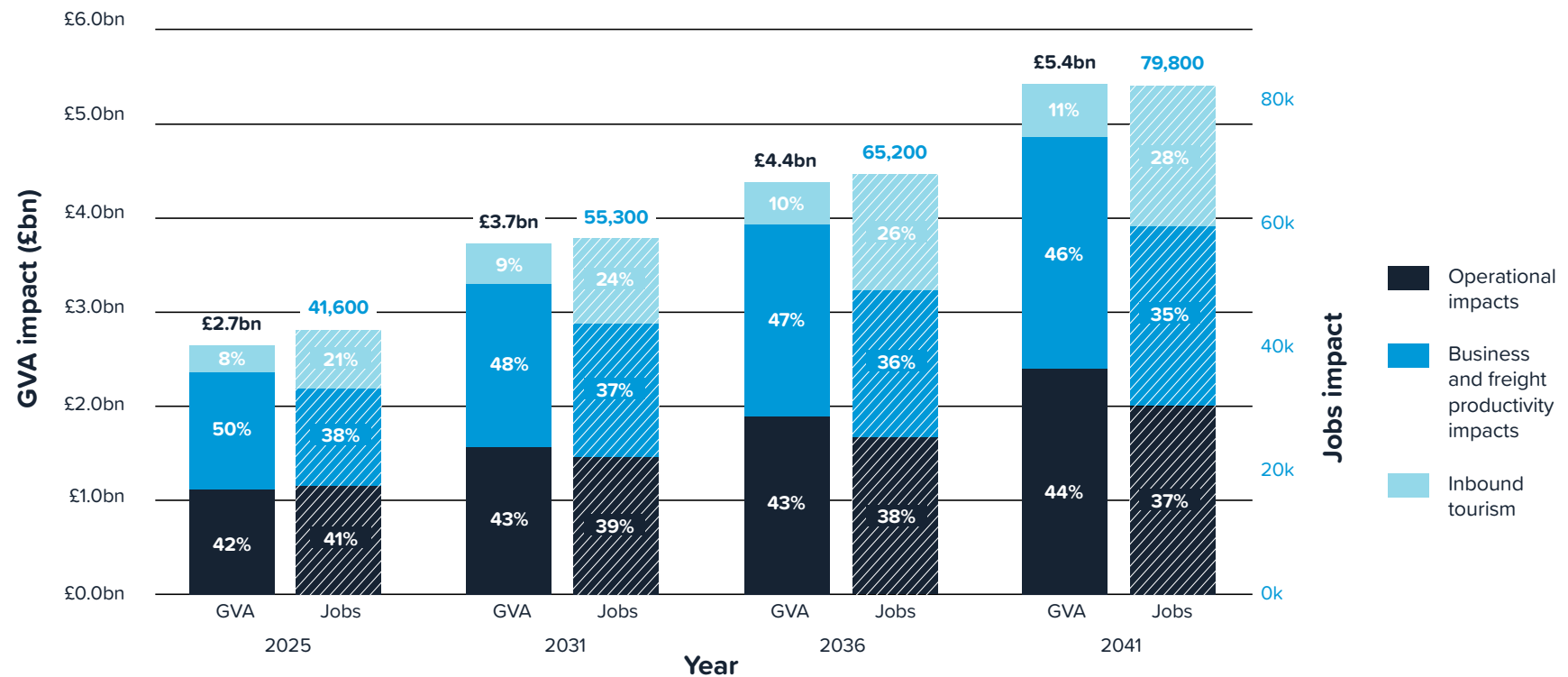


Percentages may not sum to 100% due to rounding.

West Midlands Combined Authority: GVA and jobs growth

Operational impacts, business and freight productivity impacts, and inbound tourism

GVA rounded to £0.1bn | Jobs rounded to the nearest 100 | In 2026 prices

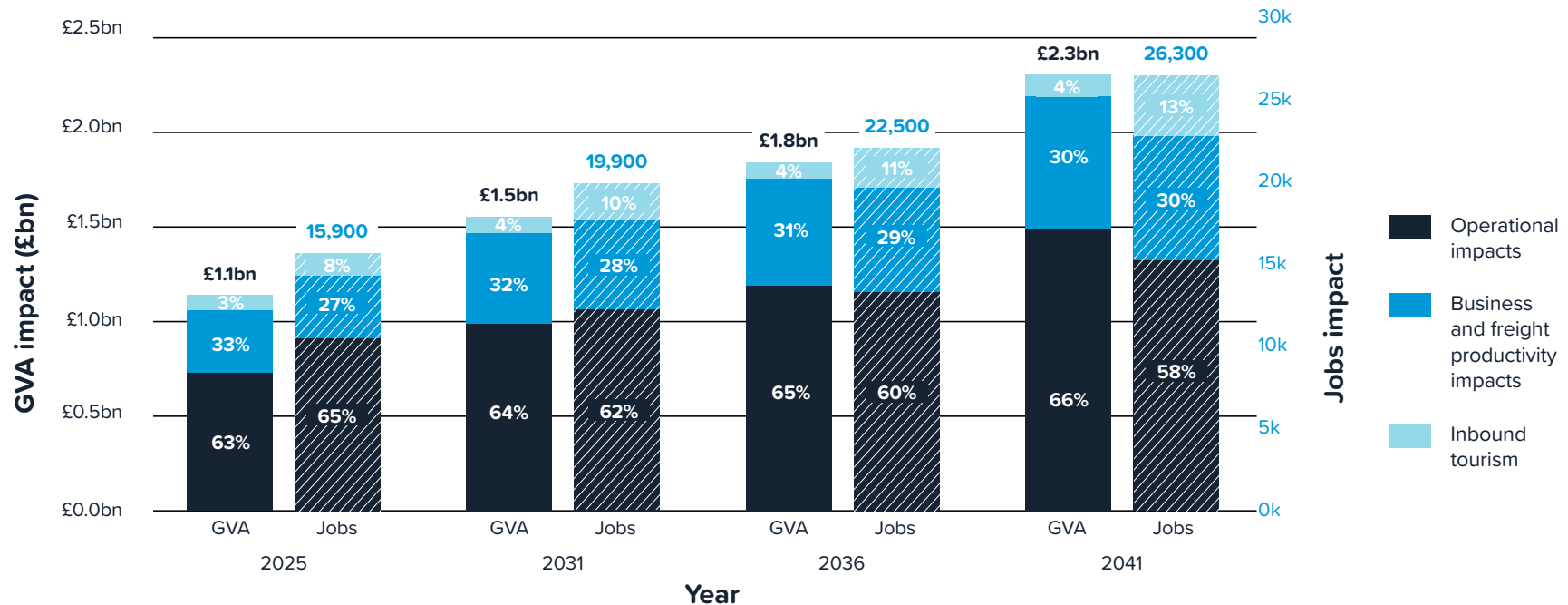


Percentages may not sum to 100% due to rounding.

Solihull: GVA and jobs growth

Operational impacts, business and freight productivity impacts, and inbound tourism

GVA rounded to £0.1bn | Jobs rounded to the nearest 100 | In 2026 prices

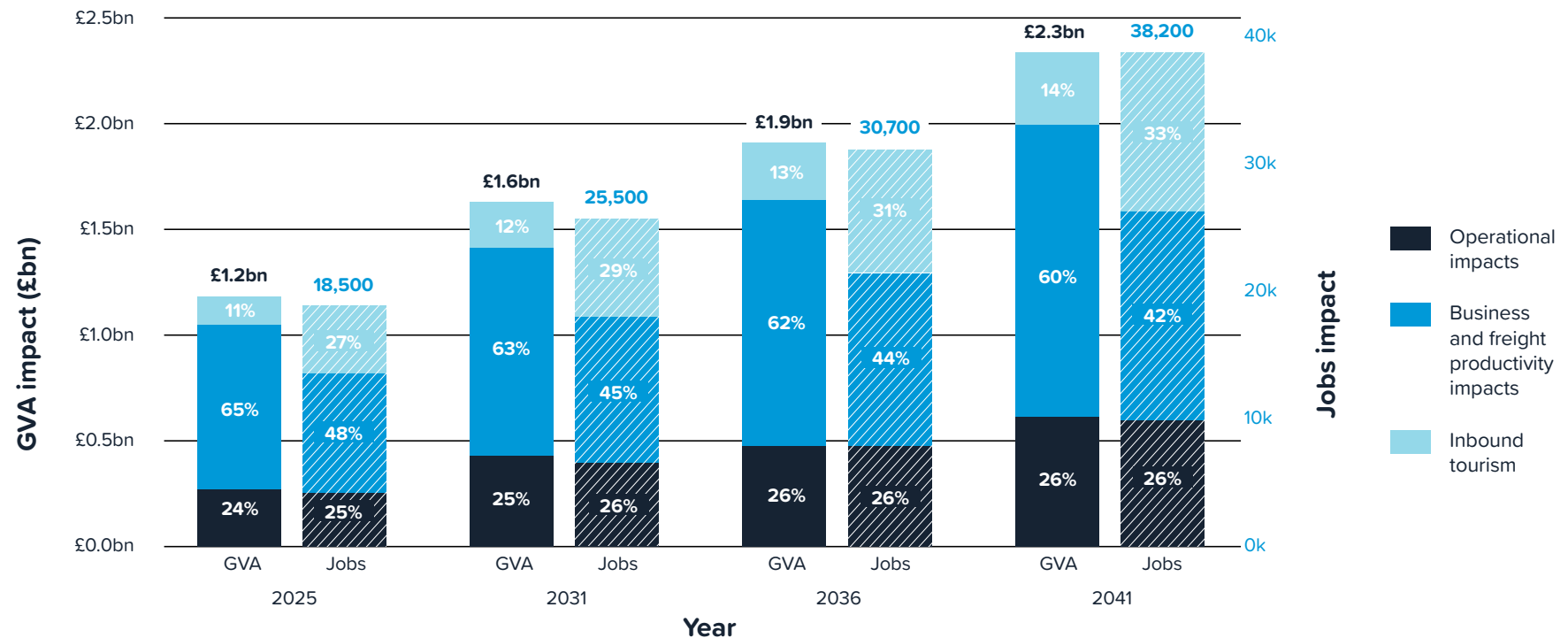


Percentages may not sum to 100% due to rounding.

Birmingham: GVA and jobs growth

Operational impacts, business and freight productivity impacts, and inbound tourism

GVA rounded to £0.1bn | Jobs rounded to the nearest 100 | In 2026 prices



Percentages may not sum to 100% due to rounding.

Supporting local communities and creating social value

We recognise that our success is closely linked to the wellbeing of our neighbouring communities. We are committed to being a positive influence in the local community and working alongside our neighbours to bring about positive social impact. Today, the Airport supports local people through employment, skills, education, community partnerships and charitable initiatives, while we work hard to minimise the impacts of our operations.

A key element of the social value of growth at the Airport is that it will enable more people to travel from their local airport. Aviation creates jobs across the UK, encourages economic growth and connects the UK with the rest of the world as a dynamic trading nation. It also helps maintain international, social and family ties, which are an important element of quality of life.

Growth in line with the Master Plan will see the number of people employed directly on the Airport site increase from 9,300 to over 13,000 from 2025 to 2041. There will be other local employment opportunities in companies that supply the Airport and through the local spending of employees.

Looking ahead, the Master Plan presents an opportunity to deliver significant social value by supporting new jobs and career pathways, strengthening supply chain opportunities for local businesses, improving access to education and skills programmes and helping to create a more prosperous, connected and inclusive region for future generations.



Employment for local people

As a major local employer, we have provided long-term employment for people across the region. By creating employment, training and apprenticeship opportunities for people living in neighbouring communities, we help ensure that the benefits of growth are shared locally. Many colleagues live within the surrounding area and act as important ambassadors for the Airport, helping to build lasting connections between the Airport and the communities we serve.



Supporting young people

Our specialised work experience and employment scheme for young care-experienced adults (aged 18 to 25) is run in partnership with the West Midlands Employer Alliance. The initiative gives participants placements across Airport operations – previous roles have been within fire services, security and air traffic control. The initiative helps to tackle employment barriers and has led to some participants securing full-time employment with us.



Giving – our Community Trust Fund

The Birmingham Airport Community Trust Fund, a registered charity, provides grants of up to £5,000 to predominately small, community-based organisations. Since 2020, more than £600,000 has been awarded to over 150 local projects and since the Fund's inception the figure is in excess of £2.2 million.

We will continue to operate the Fund as the cornerstone of our investment in local communities, ensuring it is easy to access, efficiently managed and effectively reported on – as set out in our Sustainability Strategy.

Environmental Protection

Noise

Managing noise today and in the future

The Airport has a long-standing programme for managing and reducing the effects of aircraft noise. Our current Noise Action Plan 2024–2028 sets out how we will measure, mitigate and engage with communities on noise. This includes continuous noise and track-keeping monitoring, investigation of complaints, sound insulation, controls on engine ground running and restrictions on night flying.

We monitor aircraft noise and flight tracks through our noise and track-keeping system (ANOMS). This system has recently been updated so that members of the public can view flight paths and aircraft movement data directly, helping the local community stay informed about how the Airport operates. We are also introducing a quarterly airline league

table to further encourage quieter operations.

For further information on flight paths and noise, members of the public can also use the WebTrak online tool.

Our Noise Action Plan is reviewed and refreshed every five years, providing a regular, transparent cycle for setting and monitoring noise commitments. We also engage on noise matters through our Airport Consultative Committee and associated noise sub-groups.

The Master Plan builds on this established framework. As the Airport grows, the measures described below would be embedded within, and delivered through, successive five-yearly Noise Action Plans, ensuring that noise continues to be managed, monitored and reported through an established mechanism.

As growth continues across East Birmingham and Solihull, it is important that new development around the Airport is planned with aircraft noise in mind. Under the ‘agent

of change’ principle in national planning policy, the responsibility for demonstrating that suitable mitigation can be provided rests with the developer and is agreed through the planning process. We will continue to work with Solihull Metropolitan Borough Council and neighbouring local planning authorities to support the appropriate location and design of noise-sensitive development, such as new housing, and help ensure that tall buildings and other developments do not conflict with aircraft flight paths.

Air noise

Air noise is the main source of noise from an airport and is generated by aircraft that are airborne, landing or taking off⁴. In UK aviation noise policy, the response of communities to air noise is measured using the equivalent continuous noise level over the day (07:00 to 23:00) and night (23:00 to 07:00). The equivalent continuous noise level over a period (LAeq, period) reflects both the

⁴ This includes the limited effects of air noise induced vibration of windows close to the airport

number of aircraft movements in that period and the noise level of each aircraft. This is the long-established and proven measure of aircraft noise most reflective of impact on the community.

In the UK, air noise contours around airports are generally produced for the 92-day summer period (16 June to 15 September inclusive). This period is used because it is typically the busiest period at airports and also when people are most likely to be outdoors or have their windows open and are therefore more sensitive to noise.

The Airport's existing planning permission, granted in 2009 for the runway extension, allows up to 205,400 aircraft movements per year and requires noise impacts to be no worse than those assessed in the supporting Environmental Statement. The areas enclosed by those noise contours therefore act as a limit on future noise.

With the continued transition to quieter new-generation aircraft, CAA noise modelling shows that, when the Airport has grown to 30 mppa and around 180,000 aircraft movements per annum, the noise effects would be no worse than today despite the growth in aircraft movements. These new-generation aircraft, such as the Airbus A320neo, Boeing 737 MAX, Airbus A350 and Boeing 787 Dreamliner, are noticeably quieter than the aircraft they replace and carry more passengers, allowing the Airport to grow without increasing overall equivalent continuous noise levels.

As shown in the images on p62 and p63 the forecast 2041 daytime and night-time contours are smaller than those allowed by the 2009 planning permission and are broadly similar to the contours for operations in 2025 despite the forecast increase in aircraft movements. With the draft Master Plan proposals, the air noise impacts with 30 mppa and 180,000 air traffic movements would be no worse than today.

To support this, we are proposing a Noise Envelope management framework that would incentivise the transition to quieter aircraft and help ensure that the benefits of new technology are shared between growth and noise reduction for communities. A Noise Envelope sets clear limits on the noise the Airport can generate and provides a framework for monitoring, managing and reviewing noise performance over time. This will build on the measures already set out in our Noise Action Plan.

As the Airport grows, we will look to change the way the runway is used to help reduce noise. Where safe and practicable, this could include full-length runway take-offs and displaced thresholds on Runway 15, i.e. taking off toward the south-east.

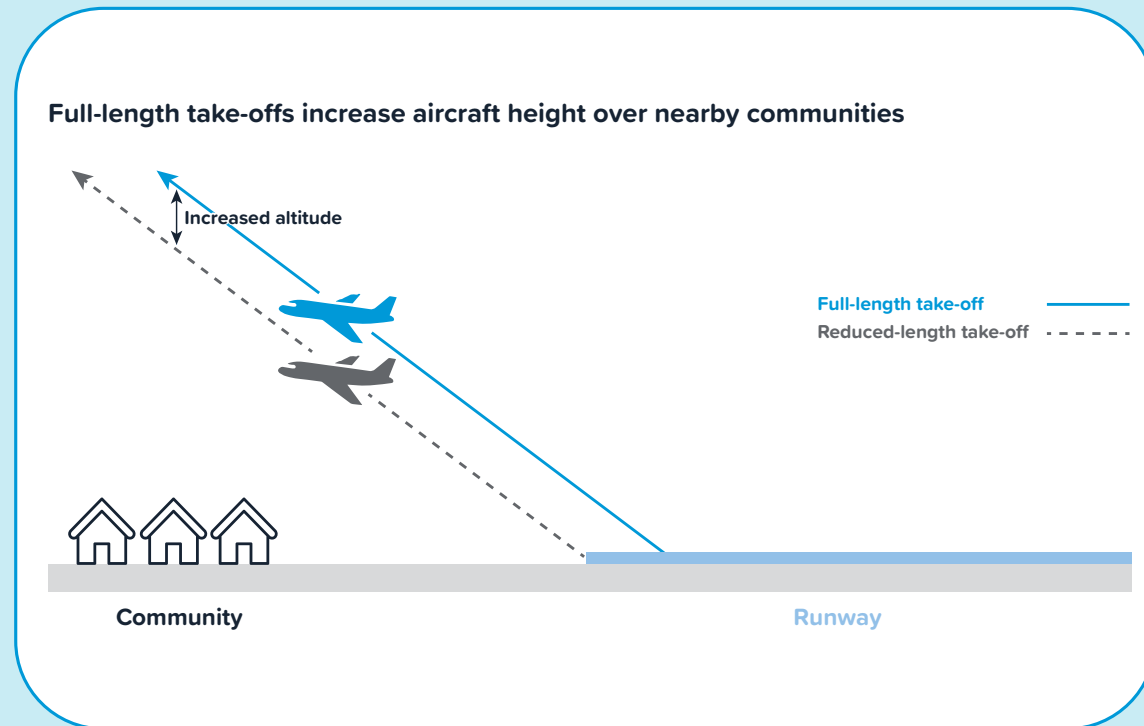
Full-length runway take-offs would allow departing aircraft to gain greater height before passing nearby communities. This will be enabled by the phase of airfield development that modifies the taxiways and provides new holding areas at each runway end, allowing aircraft to begin their take-off from the full runway length.

Displaced landing thresholds on Runway 15 would increase the altitude of aircraft arriving over East Birmingham. This would require relocation of the Instrument Landing System and may require an airspace change. The Airport will therefore review when it is possible and most efficient to introduce displaced threshold landings, taking account of the timing of any future renewal of the Instrument Landing System. The runway layout means equivalent measures are not expected to be practicable for Runway 33, i.e. taking off toward the north-west.

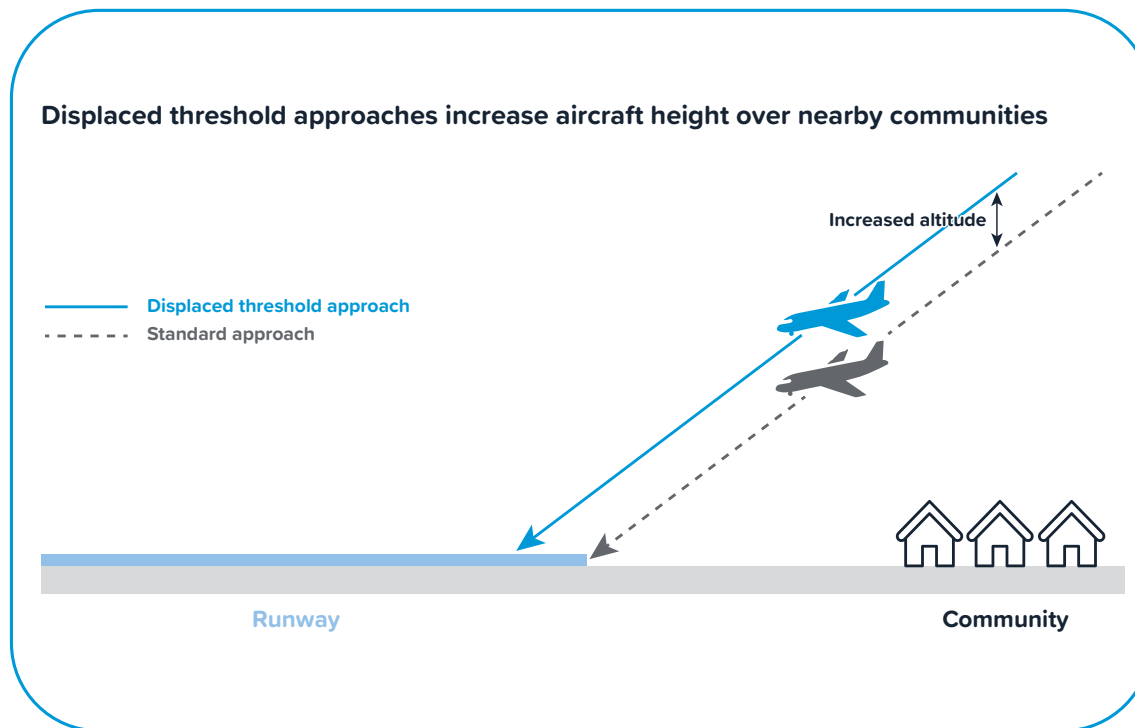
We recognise that growth will include additional movements at night, including in the periods immediately before and after the current Night Flying Policy window. The Airport will therefore look to extend its Sound Insulation Scheme with a view to providing protection to more

households. The details will be developed and consulted upon through future proposals. This would form part of a wider package of measures to help reduce night-time noise

impacts, together with the transition to quieter new-generation aircraft¹ and the consideration of full-length runway take-offs and displaced landing threshold on Runway 15.



¹ Described as 'next generation aircraft' in the 2026-2030 Sustainability Strategy.



Ground noise

Ground noise is generated by activities such as aircraft taxiing, holding and operating on stands. The Master Plan includes changes

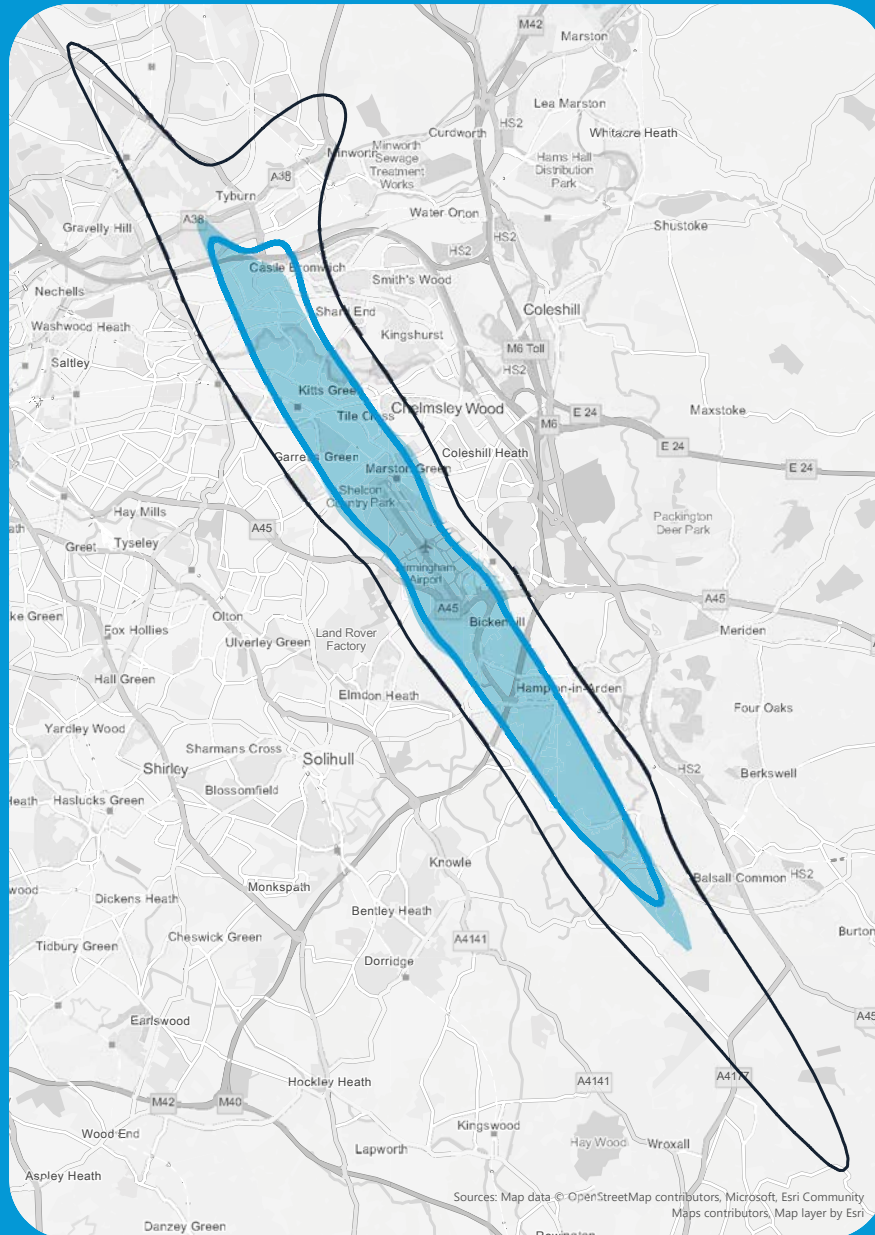
to the northern apron and taxiway system that would bring some activities closer to Marston Green. The existing noise and visual bunds provide important screening between the Airport and the community

and have therefore been a key consideration in developing the Master Plan. Parts of the existing bunds will need to be remodelled (on the Airport side only) and will provide equivalent or improved screening.

Ground noise will also be managed through measures such as providing fixed electrical ground power at new stands, reducing the need for aircraft to operate Auxiliary Power Units while parked. Single-engine taxiing will also be encouraged, when safe and operationally practicable. The existing restrictions around engine testing prescribed in the Airport's Section 106 agreement will remain in place.

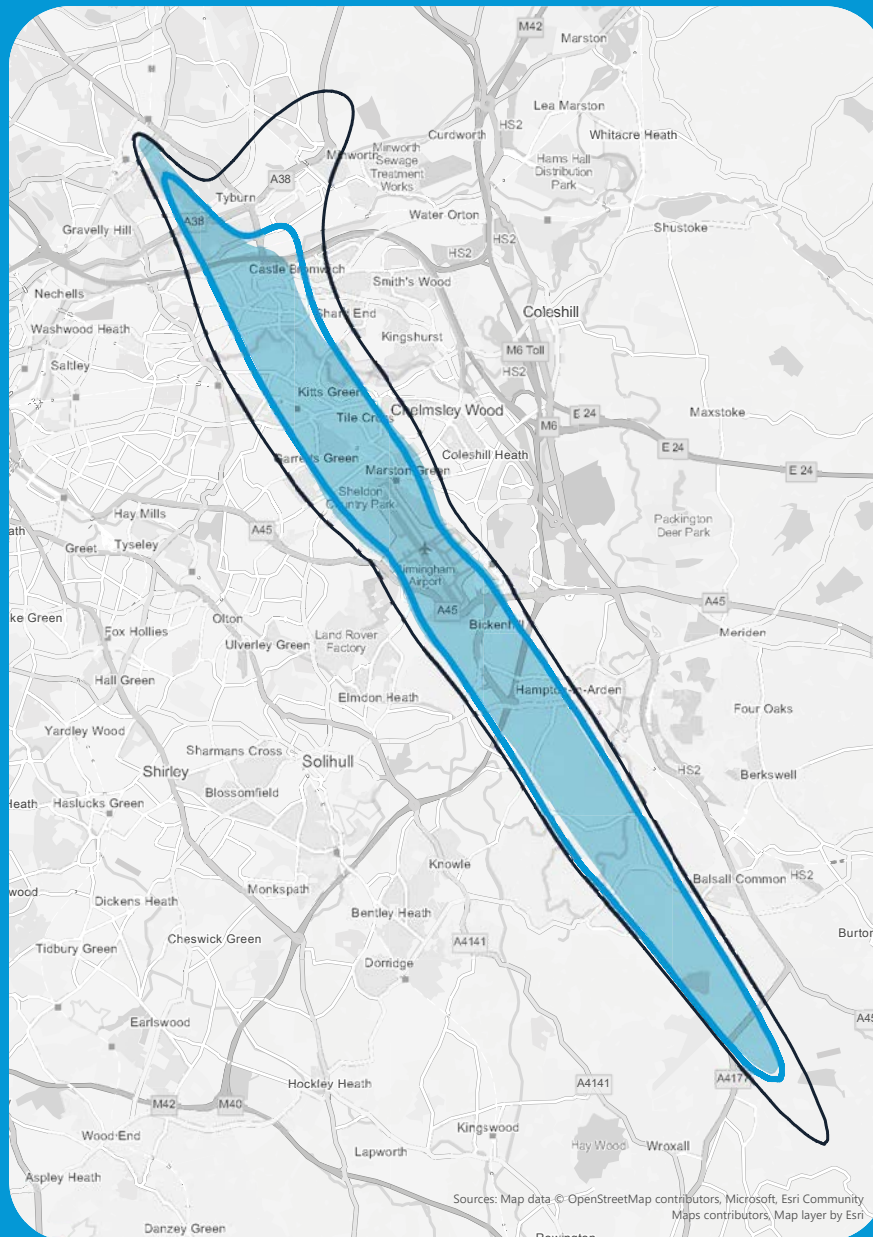
Surface access noise

Growth in passenger numbers will increase journeys to and from the Airport, but measures to improve public transport, active travel and reduce reliance on private cars will help to mitigate changes in road traffic noise. As development takes place, detailed traffic modelling and noise assessments will be carried out when necessary.



Daytime air noise: how the forecast 2041 noise area compares with today and with the permitted noise contour area limit (54 dB $L_{Aeq,16h}$).

-  DAYTIME NOISE CONTOUR IN CURRENT PERMISSION (2009)
-  CURRENT 2025 DAYTIME CONTOUR
-  FORECAST 2041 DAYTIME NOISE CONTOUR



Night-time air noise: how the forecast 2041 noise area compares with today and with the permitted noise contour area limit (48 dB $L_{Aeq,8h}$).



Air quality

The Airport operates in an area where air quality is impacted by a range of sources, including aircraft, airport operations and local road and motorway traffic.

The draft Master Plan provides a framework to minimise air quality impacts through operational and aircraft measures. Operational measures include increasing public transport use, reducing reliance on private cars, improving operational efficiency and expanding the use of low-emission and electric vehicles and equipment. Aircraft-related measures include encouraging the uptake of newer and lower-emission aircraft, reducing engine use such as in taxiing and on stand and supporting the use of sustainable aviation fuels. Air quality considerations will continue to be integrated within our wider sustainability, carbon reduction and surface access initiatives.

As the Airport grows, emissions from aircraft activity, surface transport and airport operations are likely to increase. Aircraft are expected to remain the main source of airport-related emissions, while road traffic associated with passenger and employee journeys will continue to be an important contributor. The potential effects of these emissions depend not only on their quantity, but also on how close

emission sources are to nearby communities and environmentally sensitive areas.

The Airport is located adjacent to the Birmingham Air Quality Management Area (AQMA), which was designated due to exceedances of nitrogen dioxide (NO₂) levels, primarily associated with road traffic emissions. Monitoring data indicates that whilst NO₂ concentrations are generally declining, readings that exceed accepted limits are still being recorded in Birmingham City Centre and around the A4540 ring road. Our existing 24-hour on-site air quality monitoring equipment demonstrates that

pollutant concentrations are currently below relevant air quality objectives and are predicted to remain below relevant thresholds throughout the Master Plan period.

Future development proposals will be supported by detailed air quality assessments to ensure they comply with relevant policy requirements and do not give rise to unacceptable impacts on local communities or the environment. We will continue to review air quality monitoring arrangements and consider opportunities to strengthen monitoring in line with emerging guidance and best practice.



Carbon

Our commitment to being a net zero carbon airport

Since 2019 we have cut direct emissions by 38%. In 2019 we committed to making our operations net zero carbon and have focused on mitigating our emissions. Delivering on our Net Zero Carbon Roadmap has meant substantial investment in more energy efficient equipment throughout the Airport estate, and priority projects to move our heating systems from gas to electricity. We have also made investments in decarbonising transport. Our fleet now includes 20 electric vehicles, including six electric buses, and we have invested in supporting charging infrastructure. We continue to invest and explore renewables including on-site (airfield and rooftop) and off-site solar projects. During sunny spring and autumn days the Airport has operated using 100% solar energy gained from our on-site solar array. All other electricity purchased by the Airport comes from renewable sources.

While the electrification of our operations is central to achieving our net zero ambitions, the pace of some projects is influenced by local electricity network capacity and grid connection constraints. As demand for electricity increases across the UK, securing the additional grid capacity required to support large-scale electrification can present

challenges. We are working closely with network operators and other stakeholders to identify solutions that will enable future growth in low-carbon infrastructure and support the long-term decarbonisation of the Airport.

Carbon emissions from the Airport

New buildings across the Airport will achieve high-performance standards for heating and cooling and will also be integrated with our

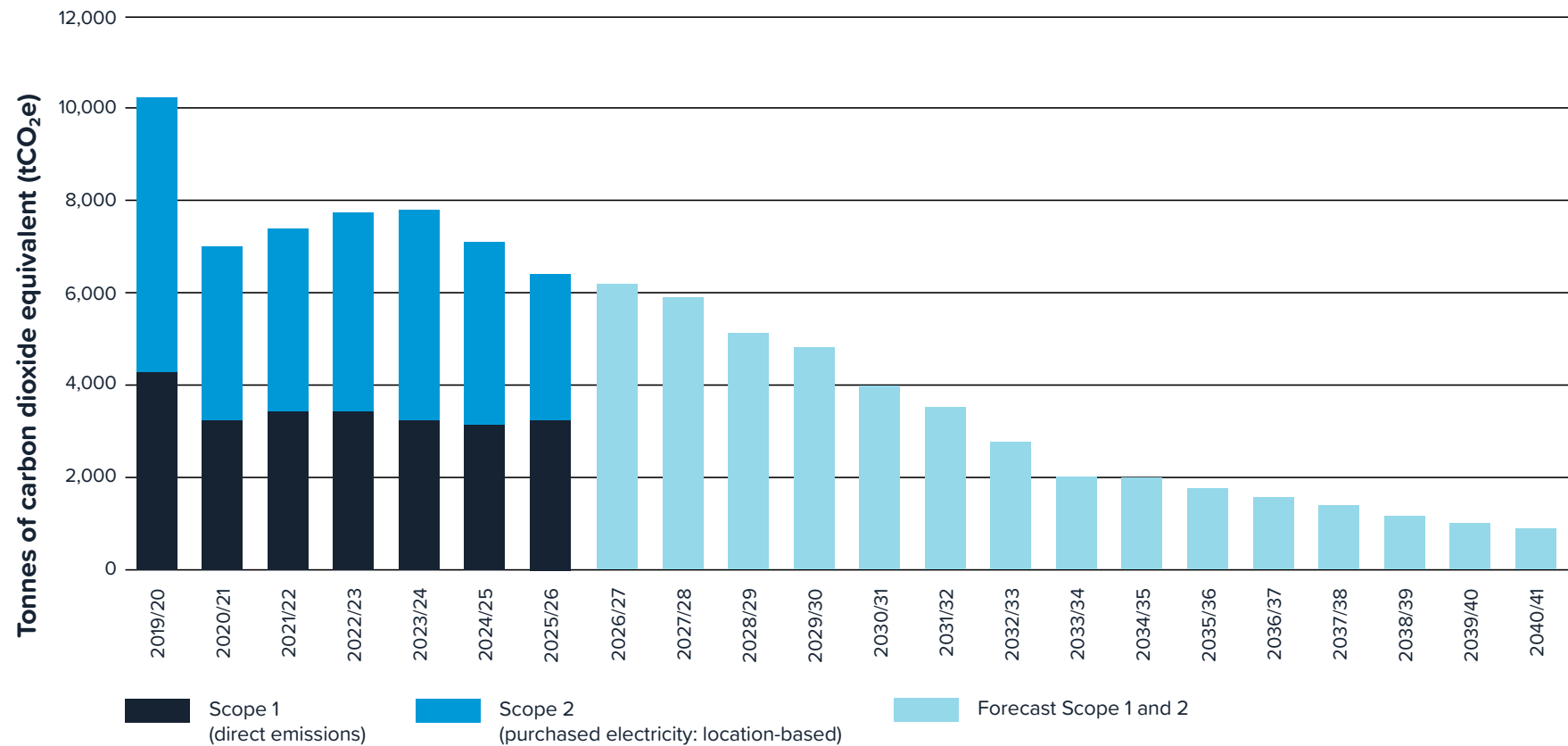
wider Airport strategy to decarbonise heating systems across the Airport estate. Additionally, we are introducing better monitoring systems to help understand and target our energy use.

We will also continue to transform our vehicle fleet through the use of lower-carbon fuels, and the uptake of electric buses and other vehicles.

The graphic over the page shows how with the draft Master Plan our future direct emissions are forecast to reduce.



Birmingham Airport scope 1 and 2 greenhouse gas (GHG) emissions



Continuing action on Scope 3 emissions

We have already achieved *Airport Carbon Accreditation* at Level 4 and are committed to maintaining this as the Airport grows. We will also continue to work with our business partners on Scope 3 emissions, the majority of which come from aircraft in flight. These emissions, which are outside of our direct control, but which will increase as the Airport grows.

Aircraft emissions

The UK Government's Jet Zero Strategy demonstrates that growth in UK aviation can take place without compromising national commitments to net zero. We actively support our direct partners and the wider industry in improving aviation efficiency, delivering airspace change, increasing the use of sustainable fuels and developing alternative aircraft technologies.

We are supporting the development of new aircraft technology, including hydrogen and electric aircraft, and have ensured our Master Plan retains flexibility to respond to these technologies as they mature and enter service. In the meantime, we are already making use of Sustainable Aviation Fuel (SAF) in the blend of fuel at the Airport and are preparing for the use of this to continue to grow. The Jet Zero Strategy notes that SAF use achieves, on average, savings of over 70% when fully replacing conventional kerosene.

Emissions from surface access

Our Master Plan also responds to the second greatest portion of Scope 3 emissions – those from passenger and visitor journeys to the Airport. We continue to deliver on our *Surface Access Strategy* which includes ambitions for increased public transport to and from the Airport.

Working with third parties at the Airport

We will continue to work with other parties across the Airport to influence and reduce other Scope 3 emissions from public transport providers, goods and services used at the Airport, to tenant energy use, and fuel use on the ground by aircraft and service equipment.

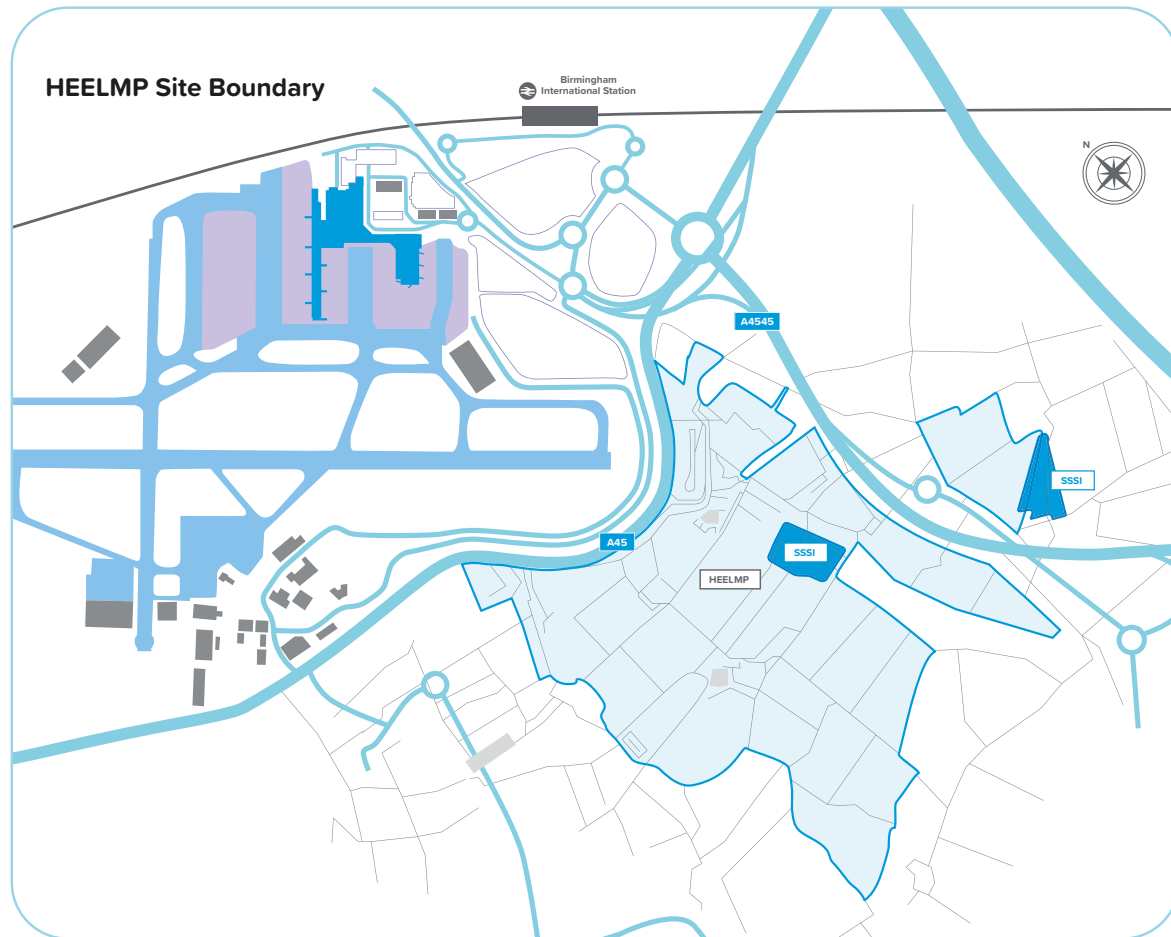


Ecology

The Airport and its associated infrastructure are dominated by hardstanding, buildings and managed grassland. Low Brook is a heavily modified watercourse which runs through the airside area of the Airport, with approximately 1.2km of open channel.

Within the Airport's operational boundary there are various parking areas, which include some planting, individual trees, scrubland and grassland verges. Future developments within the Airport will be informed by detailed ecological surveys and consideration of these features to determinate their biodiversity value and the need for mitigation of potential ecological impacts.

Outside of the Airport's operational areas, the most biodiverse section of land within our ownership is located to the south of the A45. This land is managed in accordance with the HEELMP.



The HEELMP site contains the Bickenhill Meadows Site of Special Scientific Interest (SSSI). In addition, the majority of the HEELMP site is covered by Castle Hill Farm Meadows Local Wildlife Site (LWS) which is a designated wildlife site due to the presence of notable species and habitats.

Since the publication of our 2018 Master Plan biodiversity policy and regulatory requirements have changed significantly, including the introduction of mandatory Biodiversity Net Gain requirements for new developments. Therefore our future development proposals will be required to include biodiversity enhancements.

Biodiversity gain may be achieved through enhancements to the HEELMP site, the creation of new habitats around the margins of parking and infrastructure areas, and, where necessary, the enhancement of suitable off-site locations.

Delivery of the Master Plan will require additional land for ancillary airport uses beyond the current operational boundary, during the later phases of development. This may include land within the promoted development at Damson Parkway (Site UK2) and HEELMP sites, subject to a detailed assessment to identify the most suitable and deliverable locations. Any land brought forward for development would be accompanied by additional habitat creation and biodiversity enhancement measures, as required by Biodiversity Net Gain requirements and supporting our wider environmental objectives.



Landscape and visual

Our evolving Airport design will seek to avoid or minimise impacts on sensitive landscape designations, the noise bund adjacent to Marston Green and a range of valued landscape character areas. Particular consideration will be given to Sheldon Recreational Landscape Character Area (including Sheldon Country Park), Bickenhill village and its Conservation Area, Bickenhill farmland and Elmdon Park. These features contribute to local landscape character, visual amenity and community identity.

In addition, the Airport is currently adjacent to the West Midlands Green Belt. Land at Damson Parkway (Site UK2) was proposed to be removed from the Green Belt in the withdrawn Solihull Local Plan.

The visual amenity of residents of Marston Green, Sheldon and Bickenhill, as well as those using nearby recreational assets and public rights of way will be considered in regard to future development proposals. Key locations include Sheldon Country Park, Hatchford Brook Golf Club, the wider public rights of way network within the Bickenhill farmland, the HEELMP land and routes such as the Grand

Union Canal Walk and National Cycle Network Route 53 (along the River Cole corridor).

In addition to mitigation, there are opportunities to enhance the landscape and visual environment for local communities and visitors. These could include, for example, improvements to public access and landscaping on Airport-owned land (including aircraft viewing areas), upgrading public rights of way between Marston Green and the Airport and considering potential biodiversity benefits for Sheldon Country Park as part of

future proposals. Such measures could deliver wider community benefits through improved recreation, connectivity, visual amenity and environmental quality.

The later-stages proposals of the Master Plan will require the reconfiguration of the existing Marston Green Noise Bund. We will ensure works are coordinated and phased to provide continuous noise and visual mitigation throughout and we will aim to provide an enhanced bund.



Heritage

The Elmdon Building remains a key heritage asset within the Airport estate. As a Grade II listed structure, it is protected through statutory legislation and planning policy requiring its preservation – and it represents an opportunity for reuse. Potential sympathetic reuse of the building as a hotel could provide a sustainable long-term use, while securing its conservation.

Our Master Plan proposals are likely to require reconfiguration of the Elmdon site, and care will be taken not to detract from the visual significance and setting of the Elmdon Building. The risk of any visual impact is considered low given the location of the Elmdon Building relative to the potential sites.

Our future proposals for the Elmdon Building, which could include its use as a hotel, adopt a conservation-led approach which will seek to enhance the building's significance and may remove post-war additions to better reveal and reintroduce the original architectural design. All proposals will comply with relevant heritage legislation and planning policy, listed building consents and planning permission.

Development at the Airport is unlikely to introduce new impacts to heritage assets. The potential development of off-site Airport ancillary uses on land at Damson parkway (Site UK2) may result in minor changes to the setting of the Grade II listed Elmdon Lodge. However, any such effects would be indirect and would occur within an already heavily modified landscape.



Flood risk, drainage and water resources

Flood risk, drainage and water management are important considerations as we plan for future growth. Parts of the Airport are located in areas that may be affected by river and surface water flooding during periods of intense rainfall. The Airport's drainage network plays a critical role in managing runoff from operational areas, and recent flooding events have highlighted the importance of ensuring that the Airport's infrastructure remains resilient to more frequent and severe weather associated with climate change.

The Airport is served by an integrated surface water and polluted water drainage system, with runoff from the terminal and Elmdon aprons discharged either to the Barston Relief Sewer, or to the Low Brook watercourse when water quality is suitable. The Low Brook flows through the airfield from the south and exits to the north-east towards Marston Green, while

the Barston Relief Sewer runs north-south through the Airfield and conveys foul water drainage from the surrounding area and the Airport to Barston Water Treatment Works.

As the Airport grows, future development will need to carefully manage surface water, protect local watercourses and maintain effective pollution control measures. New infrastructure such as terminals, aprons, operational facilities and parking areas can increase the amount of hard surfaced land, which may generate additional runoff during heavy rainfall. Future projects will therefore incorporate measures to reduce flood risk, improve drainage capacity and maintain water quality.

We will continue to consider opportunities to enhance resilience through sustainable drainage solutions, improved water management infrastructure and the provision of additional attenuation where required. Our development proposals will also seek to protect nearby watercourses and ensure that runoff from operational areas is appropriately treated before discharge.

Growth in passenger numbers will increase demand for water and wastewater services. In response, we will work with relevant

stakeholders and utility providers to ensure that future infrastructure requirements can be met. Opportunities to improve water efficiency, reduce consumption and explore alternative water sources will also be considered as part of future development, noting that our discharge points are subject to consent from the Environment Agency.

As projects come forward, we will undertake detailed flood risk, drainage and water resource assessments to ensure that development remains safe, sustainable and resilient to future climate change. We will also maintain climate impact risk assessments, with flood risk forming a key part of this.

We already ensure that our flood risk management and drainage systems meet the demands of Met Office forecasts for increased rainfall, and our most recent climate adaptation reporting was adopted by the Department for Environmental, Food & Rural Affairs (DEFRA) in 2024. We will continue to work closely with the Environment Agency, Solihull Metropolitan Borough Council (as the Lead Local Flood Authority), and Severn Trent to support the delivery of a sustainable long-term Master Plan.

Land quality

Ground conditions and land quality will be important considerations as we plan for future growth. The Airport has operated and evolved over many decades, and as a result some areas contain made ground, historic infrastructure and land that may be affected by previous industrial and Airport-related activities.

The Airport is regulated under a range of environmental legislation and policy relating to land contamination, soil and groundwater protection. This includes the Environmental Protection Act 1990, the Environment Act 2021 and the National Planning Policy Framework. Any future development will be required to assess and manage any risks relating to land contamination. For example, environmental regulation places increasing emphasis on the management of emerging contaminants, including per- and polyfluoroalkyl substances (PFAS), which have historically been a component of fire-fighting foams, which we ceased to use in 2012.

Environmental studies undertaken to inform the Master Plan have identified several areas that may require further investigation as development proposals come forward. These include land associated with historic fuel storage and handling activities, former fire training areas, areas of made ground beneath parts of the airfield and locations where historical landfill activities may have taken place. We are also undertaking ongoing PFAS monitoring and are preparing a PFAS Management Plan to support the long-term management of potential risks.

As we develop individual projects, site-specific investigations will be undertaken to understand ground conditions, identify any contamination risks and determine whether remediation is required. This will ensure that development is suitable for its intended use and that any risks are appropriately managed in line with current environmental regulations and best practice.

The Master Plan presents opportunities for us to improve land quality through the remediation of previously developed areas and the sustainable reuse of materials generated during construction. Wherever practicable, excavated materials and earthworks arising will be reused on site, reducing the need for off-site disposal and supporting a more circular approach to development.

While geotechnical and land quality constraints will need to be carefully managed throughout the design and delivery process, they are not expected to prevent us from delivering our long-term growth ambitions. Instead, they will form an important part of the detailed assessment and design work that accompanies future development proposals.



Connectivity and surface access

Overview

The Airport is currently well served by public transport, with several bus routes providing access to the wider Birmingham, Solihull and Coventry areas. In addition, the direct connection to Birmingham International Station via the Air-Rail link provides a key method of access.

However, the majority of bus and rail services are limited to core working hours, which does not best serve passengers who take early morning flights or employees on early morning / late evening shift patterns. Improved connectivity for passengers and employees is key to achieving the mode shares aspirations which favour public transport, with our 2023-2028 Airport

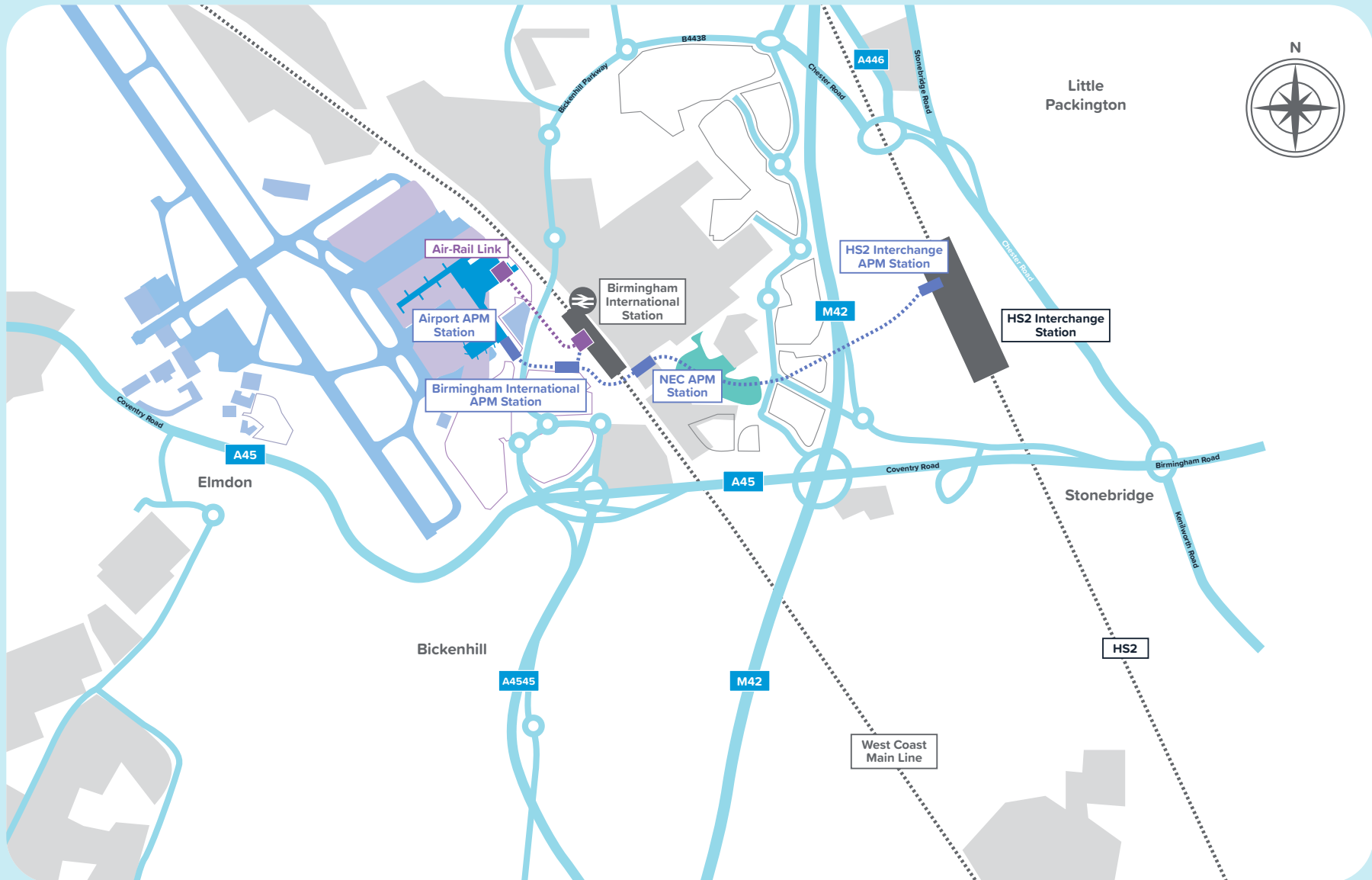
Surface Access Strategy (ASAS) setting out more details on how this can be achieved. The 2029-2034 update to the ASAS will take account of this Master Plan.

For road access, peak traffic associated with the Airport generally does not coincide with busy commuter traffic peaks on the nearby local and strategic highway network. During these typical 'highway peak periods', whilst the Airport does generate some traffic flows, it is not considered to be a major contributor to congestion and delay.

To ensure we can continue to deliver an optimum service for our passengers, and to avoid the Airport becoming constrained by the capacity of highways and public transport infrastructure, it is essential that:

- a renewed emphasis is placed on enhancements to public transport connectivity, increasing the usage of sustainable modes of transport;
- the nearby highway network, both local and strategic, is enhanced to ensure that Airport accessibility is not compromised by future traffic demand associated with large-scale developments such as UKCH and Arden Cross; and
- relevant bodies and stakeholders continue to work closely to help deliver a cohesive transport network which considers all local large-scale developments, maximising transport interchange opportunities and reducing car-borne trips across the wider area.

Birmingham Airport connectivity



Current mode of travel to Airport (expressed as percentages)

Bus / Coach	2.2%
Rail	13.5%
Taxi <i>(inc. hackney cabs and ride-hailing)</i>	30.5%
Walk / Cycle	0.7%
Private Car <i>(inc. pick-up / drop-off, car parking)</i>	53.0%
TOTAL	100%

Existing airport mode share

The current modal split of passengers travelling to the Airport (using CAA data from 2025) is shown in the adjacent table. The figures show that the majority of passengers travel to the Airport via private car, with a total of 53% of journeys associated with pick up / drop off, and on- or off-site car parking. Public transport mode share accounted for 15.7% of journeys, split between buses at 2.2% and rail travel at 13.5%.

We have worked to achieve the mode share ambitions for improved usage of public

transport as set out in our 2009 runway extension planning permission and Section 106 legal agreement, and current ASAS documents. However, external events such as the pandemic and more recently, delays to the delivery of Sprint bus rapid transit routes, Metro and HS2, have negatively affected our ability to meet these ambitions.

Despite this, it is anticipated that the delivery of key transport schemes including the HS2 Interchange station, APM and Sprint route(s) during the 15-year period of the Master Plan will help to achieve improvements to mode share. Several improvements are

also proposed to be delivered by Solihull Metropolitan Borough Council in relation to the 2022-2027 City Region Sustainable Transport Settlement (CRSTS) fund, which include the A45 / Damson Parkway junction improvements, Chester Road cycle facilities and the development of a new bus route linking Blythe Valley Business Park and Knowle with the UKCH area.

Sustainable transport

Across the 15-year period of this Master Plan, we will seek to increase sustainable transport mode share alongside a reduction in the usage of private cars. To achieve this change, it is crucial that we continue to work closely with public transport operators, local authorities and other relevant bodies to influence the introduction of effective measures which help to achieve mode share improvements.

The following sections provide detail on some of the key sustainable transport measures and improvements which will help us to deliver the desired mode share changes.

Bus and coach

Currently, buses and coaches are accommodated within several bays located along the frontage of the terminal building, within the Central Terminal Area. The Master Plan proposes changes to the terminal building, which means that the bus bays will need to be relocated in a phased approach to suit the development.

Considering the public transport mode share aspirations, we recognise the need to locate bus and coach bays near to the terminal frontage, which will provide an attractive offering for bus and coach passengers whilst also accommodating shuttle buses serving nearby car parks. Increases in the number of bus and coach bays will also help to provide flexibility in bus timetabling, whilst creating space for potential new bus routes to serve the Airport.

The Master Plan also enables opportunities to consider bus priority measures and bus lanes within the Airport roads. This will improve bus and coach accessibility from the surrounding highway network and provide a benefit to journey times.

Rail

Whilst HS2 has been subject to delays, it is currently scheduled for completion by the late 2030s. The HS2 Interchange Station will be located to the east of the Airport and will provide a high-speed connection between Birmingham and London.

The HS2 Interchange Station will be connected to the Airport via an APM system, which will transport passengers via stops at the NEC and Birmingham International Station. HS2 has previously stated an objective to make the HS2 Interchange Station “*the best connected place in the UK by road, rail and air*”, and we will continue to support HS2 in meeting this objective.

It is expected that the delivery of HS2 and the APM will assist in delivering our mode share aspirations, not only through the creation of a new high-speed railway line connecting the Airport with London, but also through the ability to free up rail capacity on the existing West Coast Main Line. Our discussions with railway operators have indicated the potential for improved rail timetabling and the creation of new regional train services, which would increase the Airport’s catchment area and potentially enable early morning services to cater for the Airport’s morning peak period. These potential changes would provide a positive impact on sustainable transport mode share for our passengers and employees.

The APM will deliver a new connection to the Airport from the HS2 Interchange Station, replacing the existing Air-Rail link which connects to Birmingham International Station. The specification of the APM is understood to be suitable for peak two-way passenger movements associated with people travelling to and from the Airport. However, it should be ensured that passenger movements associated with the NEC are also considered by HS2.

The current Air-Rail link is proposed to be decommissioned following completion of the APM, and we will continue to investigate ways in which the structure could be re-used in the future. Similarly, the existing Multi-Modal Interchange (MMI) at Birmingham International

Station will require reconfiguration on closure of the Air-Rail link and to accommodate the proposed APM connection.

Since delivery of our 2018 Master Plan, Network Rail has developed draft master plan proposals for Birmingham International Station. These include the reconfiguration of the existing station site together with the creation of new office and commercial spaces. The current draft Network Rail proposals also seek to improve integration of the planned HS2 APM station.

The emerging Network Rail proposals provide ongoing opportunities for collaboration with the Airport in developing this area. We propose ongoing dialogue with Network Rail and Solihull Metropolitan Borough Council in helping to deliver an area-wide scheme which benefits not only the Airport and Birmingham International Station, but also helps to deliver a cohesive solution which improves public transport interchange.

We will also continue to support Midlands Connect and the Midlands Rail Hub, which seeks to increase rail network capacity to facilitate the region’s growing economy. Without this additional capacity, rail connectivity across the region could be restricted, potentially resulting in more people travelling to the Airport by car.



Sprint and Metro

Sprint

Solihull Metropolitan Borough Council is currently undertaking works to improve the A45 / Damson Parkway junction, which will deliver additional traffic capacity and improve pedestrian / cycle crossing facilities. The works, which are scheduled to be completed in early 2028, will also help to improve bus connectivity along the A45 Walsall-Birmingham-Solihull Sprint rapid transit bus corridor.

We will continue to investigate the potential to extend the Sprint corridor to the Airport along

the A45 or via the existing bus-only 'Centro Road' link (which passes through the Elmdon Site); also ensuring that flexibility is built into the Master Plan to accommodate longer Sprint bus rapid transit vehicles within the Central Terminal Area.

Metro / Very Light Rail (VLR)

Previous iterations of new Metro or VLR route proposals have indicated a potential new route between Birmingham and the NEC, via East Birmingham, North Solihull and Birmingham International Station. Whilst the delivery of a new Metro route would likely fall outside the period of our Master Plan,

we will continue to work alongside relevant bodies to promote a scheme which would benefit the Airport and surrounding area. This is particularly important given the planned longer-term delivery of the Arden Cross / UKCH site which may include a new bus connection across the M42 between Arden Cross and the NEC.

Retaining flexibility in how the Master Plan seeks to deliver surface access improvements to the Airport is therefore key to capitalising on opportunities associated with emerging longer-term transport schemes such as Metro, VLR and Sprint.

Active travel

Walking and cycling remain important modes of transport for our employees and improved routes will form a key part of delivering improved sustainable mode share, together with enhancing opportunities for job creation within local communities.

As such, improved on-site walkways, cycle routes and crossing points will be developed as part of the Master Plan, and we will continue to discuss potential wider-area improvements to the walking and cycling network with relevant bodies.

Solihull Metropolitan Borough Council's 2020 'Local Cycling and Walking Infrastructure Plan' (LCWIP) suggested several potential new active travel routes which would serve to increase cycle accessibility to the Airport. These new routes would be particularly relevant in context of wider-area schemes such as UKCH / Arden Cross and the NEC, which have the potential to generate large volumes of pedestrian and cycle movements. This wider area, including the Airport, was noted within the LCWIP as forming a 'core walking zone'.

Whilst some of the routes noted within the LCWIP have subsequently been delivered, with good quality links provided to Chelmsley Wood and Castle Bromwich via Birmingham Business Park, we encourage ongoing route development, particularly to improve access to Solihull and East Birmingham.

Highways and Airport access

Highways and mitigation

The Master Plan seeks a reduction in the percentage of people travelling to the Airport by private car. However, our planned growth means that there will still be an increase in the number of Airport-related vehicles using the local and strategic highway network.

Our previous Master Plan determined that the peak periods associated with Airport traffic do not necessarily coincide with the traditional highway peaks, and this remains the case. Despite this, the scale of the Airport's proposed expansion means that there will potentially be a requirement for on and off-site mitigation works to provide additional highway capacity. This will be determined as part of any subsequent planning application(s), including detailed modelling when required and in consultation with relevant stakeholders including Solihull Metropolitan Borough Council.

Clearly, the construction of major developments such as UKCH and land at Damson Parkway (Site UK2) for employment development has the potential to generate large volumes of traffic movements in the vicinity of the Airport. Therefore, it is crucial that all such developments also undertake highway modelling to ensure that sufficient capacity is provided on the highway network, delivering mitigation as required to avoid worsening of congestion and ensuring that access to the Airport is not impeded.

Within the Airport, the changes we are proposing as part of the Master Plan will require reconfiguration of existing roads to accommodate the planned growth and amendments to the Central Terminal Area. These improvements will safeguard capacity for growth and provide resilience to our operations, including the potential for a secondary Airport access junction.

Off-site land requirements

The Master Plan indicates the requirement for new areas of off-site land to accommodate the Airport's growth in relation to surface access and ancillary requirements, and the need to provide Biodiversity Net Gain.

Realignment of Bickenhill Lane into land operated by Airparks and owned by Birmingham City Council is indicated within the Master Plan (West Car Park), which assists in the delivery of several key Airport expansion benefits, including:

- providing an extension to the landside area, whilst retaining key surface access features near to the terminal;
- creating of a secondary site access to the Airport, improving operational resilience and reducing the impact of maintenance, congestion or unforeseen events; and
- in conjunction with wider signposting changes, helping to reduce the volume of non-Airport traffic passing through Bird Island, in turn reducing the likelihood of congestion and delay at the Airport's access point.

Car parking

The Master Plan proposes changes to the layout of the Airport which will affect existing areas of car parking. Additionally, the planned HS2 APM works will utilise the Car Hire site as a construction compound. Together with the planned growth in passenger numbers, this means that new areas of car parking will be required for passengers and employees.

Changes in car parking provision will be delivered in phases, with approximately 9,000 new passenger spaces required across the 15-year Master Plan period, not including existing car parks affected by the proposals which would also need to be replaced. To help provide passengers with a choice of parking products, it will be necessary to include different types of parking, including retention of the current Multi-Storey Car Parks (MSCPs) nearest to the terminal, new areas of surface level 'arrive and park' type parking, and pre-booked longer-term parking which will likely be provided within new off-site locations.

In addition, new areas of employee parking will be required to accommodate growth in employee numbers. The image overleaf shows an indicative approach to meet car parking requirements at the end of the Master Plan period.

Currently, we operate free shuttle buses for off-site parking areas which provide connections to the terminal for passengers and employees. This shuttle bus service would be retained as part of any future development.



While some parking can be accommodated within the existing Airport estate, longer-term growth will require new parking facilities on land beyond the current operational boundary. This is because future expansion of terminal, airside and operational infrastructure is expected to reduce the amount of parking that can be provided within the main Airport estate. New off-site parking locations will therefore play an important role in replacing existing parking spaces and meeting the additional demand associated with a growing airport.

Any future off-site parking development will be designed to integrate with our current 2023-2028 Airport Surface Access Strategy (ASAS), and future ASAS documents, supporting efficient passenger access while taking account of environmental, operational and planning considerations. Detailed proposals will be subject to further assessment and consultation as they come forward. We are also considering different areas of land to accommodate our parking needs, which will be appropriately located to meet our operational requirements and the needs of our customers.

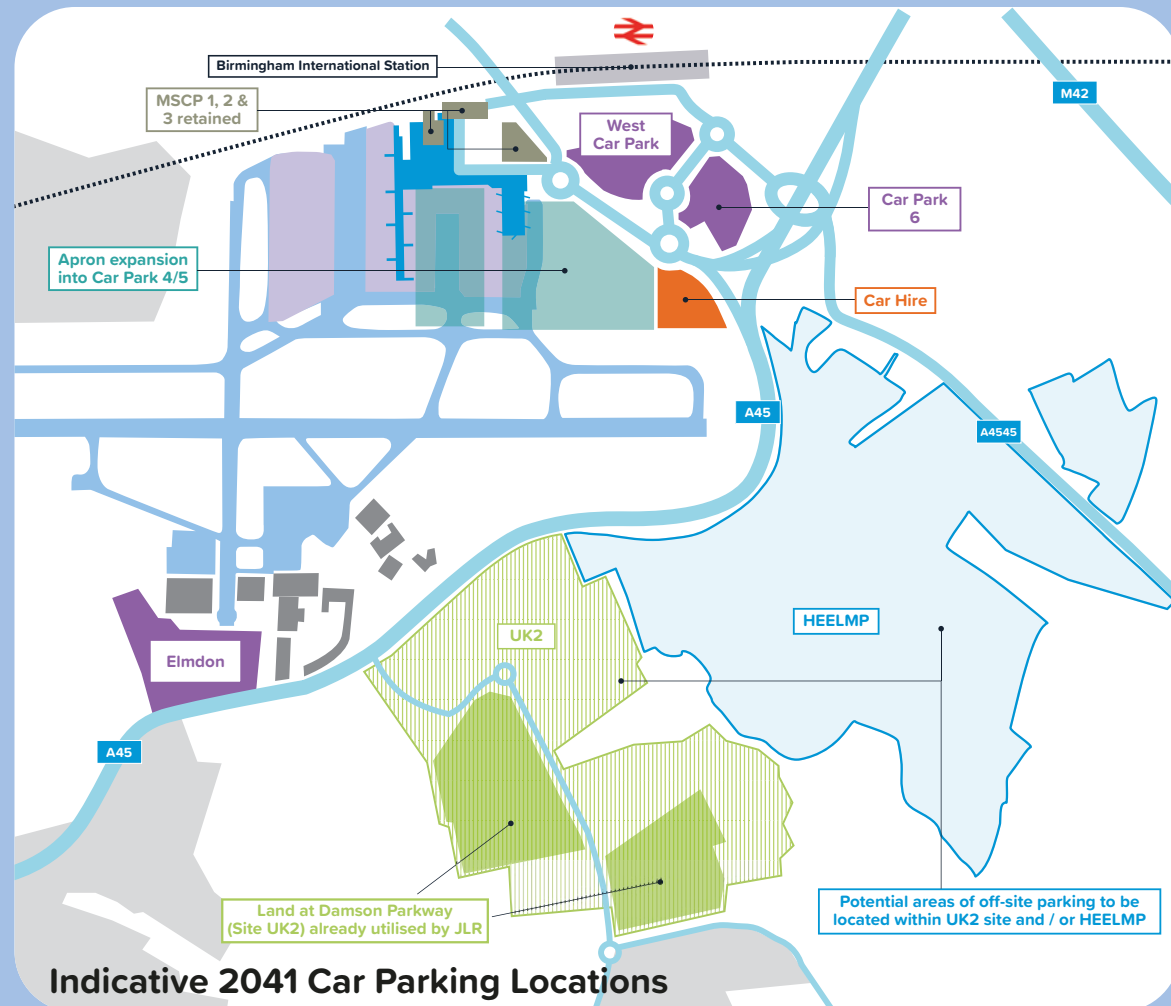
Elmdon site

Accessed from the A45 / Damson Parkway signalised junction, the Elmdon Site is currently used to accommodate ancillary facilities associated with Airport operations, hotels, car parks and the Gateway Park industrial estate. To accommodate growth at the Airport, changes will be required to the

Elmdon Site area which will include expansion of ancillary facilities and changes to the airside apron location.

The Master Plan proposes a new area of parking within the Elmdon site, which will be

accessed from a new signalised junction to the west of the Damson Parkway junction along the A45. This remotely located parking area would be linked to the terminal area via a shuttle bus route.



Master Plan mode share split

Mode split

The previous sections provide details on how we propose to improve sustainable transport mode share in line with the objectives set out in our current ASAS⁵, reducing the volume of passengers and employees who use private cars to access the Airport. The delivery of various infrastructure improvements (including HS2 and Sprint) is expected within the 15-year period of the Master Plan, and together with enhancements to connectivity will help to increase the attractiveness of public transport and active travel. In particular, the introduction of longer hours of public transport operation is vital to cater for early morning Airport peaks and shift worker needs.

We will continue to work with our partners and transport providers to deliver a more integrated surface access offer for the Airport, whilst also helping to improve the Midlands' economy through growth of the Airport.

The Master Plan proposes amended mode share aspirations. These were calculated by assessing how the number of people who access the Airport using sustainable modes could increase due to committed and

aspirational developments to transport infrastructure. Our Master Plan mode shares, whilst reduced from those presented in our current ASAS, consider delays to the introduction of key transport infrastructure, including HS2 and the A45 Sprint route. In addition, the delayed introduction of a North Solihull / East Birmingham Metro scheme (as noted in our 2018 Master Plan, but which will likely be delivered beyond the timeframe of this Master Plan) has impacted opportunities for increasing public transport usage.

Our mode share ambitions figures for passengers and employees are shown in the following tables.

- Employee public transport mode share indicates a 10% increase, from the current level of 17.9% to 28% in 2041.
- Passenger public transport mode share indicates an increase of around 14%, rising from the current level of 15.7% to a 2041 ambition of 29.4% (or nearly double current levels of usage).

These revised numbers are considered to be ambitious in context to current public transport usage, yet crucially, are considered deliverable.

⁵ BAL Airport Surface Access Strategy (<https://corporate.birminghamairport.co.uk/planning-and-development/airport-strategy/>)

Employee mode of travel to the Airport (%)	2025 13.7mppa	2031 18.9mppa	2036 22.8mppa	2041 Up to 30mppa
Car	73.1%	67.20%	63.70%	61.60%
Car share	5.2%	6.50%	6.50%	7.00%
Cycle	0.2%	2.00%	2.10%	2.10%
Walk	0.2%	0.50%	0.50%	0.50%
Rail	7.0%	10.50%	11.40%	12.10%
Bus	10.9%	12.30%	15.00%	15.90%
Other	3.3%	1.00%	0.80%	0.80%
Total:	100.00%	100.00%	100.00%	100.00%
Public transport mode share	17.90%	22.80%	26.40%	28.00%
Private car	77.50%	73.70%	70.20%	68.60%
Walk / Cycle	1.40%	2.50%	2.60%	2.60%

Passenger mode of travel to the Airport (%)	2025 13.7mppa	2031 18.9mppa	2036 22.8mppa	2041 Up to 30mppa
Car	52.8%	45.60%	44.90%	44.00%
Walk / Cycle	1.3%	0.50%	0.50%	0.50%
Rail	13.8%	22.50%	23.80%	25.20%
Bus / Coach	1.9%	3.20%	3.70%	4.20%
Taxi / Minicab	30.2%	28.20%	27.10%	26.10%
Total:	100.00%	100.00%	100.00%	100.00%
Public transport mode share	15.7%	25.7%	27.5%	29.4%
Car mode share (inc. rental cars, taxi / minicab)	83.0%	73.8%	72.0%	70.1%
Walk / Cycle	1.3%	0.5%	0.5%	0.5%

Airport surface access strategy

Further details on our surface access objectives can be found in our ASAS document. It provides a strategic framework for delivering mode share change for passengers and employees, and also considers our Sustainability Strategy. The ASAS considered several spatial strategies, including amongst others:

- West Midlands Local Transport Plan (LTP) Green Paper 'Reimagining Transport in the West Midlands' (2021);
- Midlands Connect 'Fairer, Greener, Stronger' Strategic Plan (2022);
- The WMCA 'Strategic Economic Plan' (2016);
- Andy Street's 'Renewal Plan for the West Midlands' (2017);
- The Solihull Urban Growth Company (UGC) 'Hub Growth and Infrastructure Plan' (2019);
- Network Rail 'West Midlands and Chilterns Route Study' (2017); and
- West Midlands Rail Investment Strategy (2018).

The ASAS sets out our key objectives. These are focused on reducing surface access related carbon emissions, supporting the delivery of improved access via all modes of transport and encouraging the use of sustainable transport modes.

Using these objectives, the document presents our ambition for passenger and employee mode share, in turn detailing policies related to various surface access topics including decarbonisation, rail, buses and coaches, transport interchanges and others. Each topic provides details of key stakeholder engagement required to achieve our ambitions.

This Master Plan and any subsequent planning applications will continue to refer to the ASAS as it evolves in helping to deliver our various ambitions, which remain relevant to the Master Plan and the Airport's ongoing surface access development. This Master Plan will also help to inform an updated ASAS which is expected to be published in 2029.



Passenger experience and digitalisation

Investment in passenger experience is a key part of our Master Plan, which will introduce new technologies and operational improvements that will help make journeys through the Airport smoother, more convenient and efficient. Recent improvements such as next-generation security screening, self-service bag drop facilities, our Connected Personal Experience (CPE) programme and immigration e-gates demonstrate our commitment to enhancing the passenger journey whilst improving operational performance.

As passenger expectations evolve, we will continue building on these improvements and exploring opportunities to further enhance the end-to-end passenger journey. Future improvements will focus on helping passengers move more easily through the Airport, improving access to information and creating a more seamless travel experience from arrival to departure. This builds on the phased rollout of our CPE programme and will include opportunities to create a more intuitive passenger journey, improve connectivity between facilities, and provide a greater choice of food and beverage, retail and passenger amenities throughout the Airport experience.



Technology will continue to play an important supporting role in the passenger journey. We will monitor and adopt proven technologies that enhance passenger experience whilst supporting the efficiency and resilience of our operations. We remain committed to the delivery of a great accessible, reliable and inclusive Assisted Travel Service, ensuring it continues to deliver accessible, reliable, and inclusive services. We will ensure that customer service, accessibility and ease of travel will remain at the heart of the passenger experience.

A MORE SEAMLESS JOURNEY

The Master Plan embeds opportunities to simplify and enhance the passenger journey through improved processes, digital services and customer information.

ACCESSIBLE BY DESIGN

Future improvements will seek to support the needs of all passengers, helping to create a more inclusive and accessible travel experience. This may include exploring technologies such as AI-enabled passenger assistance and multilingual information services to help passengers access information and support more easily throughout their journey.

SUPPORTING EFFICIENT OPERATIONS

Digital tools may help provide greater visibility, faster information and improved operational efficiency across the Airport. These improvements can support a smoother passenger experience whilst helping to maintain reliable operations. information.



Future aviation and technology

Aviation continues to evolve, creating new opportunities to improve efficiency, reduce environmental impacts and enhance the passenger experience. In the UK, the Jet Zero Strategy remains the pathway to net zero aviation by 2050, and we continue to work with Sustainable Aviation and its Net Zero Roadmap to support the industry's transition.

The pace and direction of change across low-carbon fuels, aircraft technologies, airspace and airport operations remain uncertain. We will continue working with industry partners and regulatory bodies to understand emerging opportunities. This will

ensure that we remain well-positioned to respond as new technologies mature, and can identify innovations that improve operational efficiency, strengthen resilience and deliver benefits for passengers, employees and our partners.

Supporting sustainable aviation

Supporting future aircraft and fuel technologies – across SAF, hydrogen and electric – is one of the climate change mitigation actions set out in our Sustainability Strategy. We will continue supporting the industry's transition towards lower-carbon aviation, including the increasing adoption of sustainable aviation fuels (SAF) and other emerging technologies where appropriate.

Ready for future aircraft

Progress is already underway to support cleaner, quieter aircraft. As of 2026, around 30% of flights at the Airport were operated by next-generation aircraft (such as the Airbus A320neo, A350, Boeing 737 MAX, Boeing 787 Dreamliner), the highest proportion we have recorded. Our introduction of differential landing charges in 2024/25 for cleaner and quieter aircraft provided a direct incentive for airlines to operate these types of aircraft at the Airport.

Future aircraft technologies and refuelling requirements are expected to continue evolving over the coming decades. We will therefore seek to retain the flexibility needed to understand and accommodate new aircraft technologies as they become commercially and operationally viable.

Sustainable Aviation Fuel (SAF)

The UK government SAF mandate has set a clear direction to increase blending of SAF with traditional aviation fuel from 2% in 2025, up to 10% in 2030, and to 22% in 2040. We expect to import blended fuels incorporating SAFs and for these to be used without any significant new infrastructure within the Airport. Import and delivery of SAF as a 'drop-in' fuel will be the largest single technological contributor to the decarbonisation of aviation between now and 2050.

We are actively involved in the future of aviation fuels, engaging with airlines, fuel producers and regulatory bodies, ensuring we play our part in the uptake of SAF.

Hydrogen aircraft

Hydrogen remains a key potential technology for decarbonised flight. Current industry expectations indicate hydrogen-powered regional aircraft from around 2040, with narrow-body aircraft not expected until around 2050. Initial hydrogen aircraft infrastructure is likely to be small and rely on bowser systems for refuelling, with larger scale infrastructure not required until beyond the Master Plan period.

In 2023 we agreed a memorandum of understanding with ZeroAvia to help make hydrogen refuelling and domestic flights of zero-emission aircraft a reality. We will also continue to be part of the Hydrogen Valley consortium, working across the Midlands to develop the hydrogen economy.

Supporting airspace modernisation

We will continue engaging with national airspace modernisation initiatives and wider industry partners to help ensure that future changes to UK airspace continues to support safe, efficient and sustainable aviation operations. This includes working with National Air Traffic Services (NATS) and the Airspace Change Organising Group to deliver UK airspace changes and improve flight path efficiency where appropriate and relevant to the Airport.

Innovation and future operations

We will continue monitoring developments in our operations, ground handling, vehicles and operational technology. Through Operation Pathfinder we work with air traffic control and airlines to reduce fuel burn and noise, including continuous descent approaches, noise preferential routes and reduced engine taxiing. Fixed electrical ground power is now installed on 92% of our stands.

Electric aircraft

We expect that electric aircraft will support regional routes first, with current industry expectations pointing to aircraft entering service from around 2035. We do not anticipate larger electric aircraft becoming available within the Master Plan period, as battery technology is not yet sufficiently developed. Significant uncertainties remain over this timeline, and we will continue to monitor the development of electric aircraft and the supporting infrastructure required to allow their use at the Airport.





Implementation and delivery

Phasing, implementation and delivery

The Master Plan provides a long-term framework for growth, rather than a fixed development programme. We will phase delivery of the Master Plan to align with passenger demand, operational requirements, airline needs, funding availability and wider regional infrastructure projects.

A phased approach will allow the Airport to continue operating safely and efficiently while improvements are delivered. We expect early phases to focus on enhancing existing facilities, improving operational efficiency and creating the capacity required to support future growth, including making use of underutilised space within the existing Airport estate to create additional floor area. Later phases may include more substantial expansion of passenger facilities, terminal extension, aircraft related infrastructure, enhanced surface access networks and supporting operational development, including offsite ancillary airport uses.

We will work with the local planning authorities to make sure that aerodrome safeguarding

requirements for this Master Plan are reflected in local plans, and take a proactive approach to ensure these requirements are aligned to support major development including the East Birmingham and North Solihull Growth Zone.

We will ensure that the delivery of the Master Plan, and development by others outside the Airport boundary, has regard to the applicable Public Safety Zones and associated requirements.

The information presented in this Master Plan is proportionate to the strategic framework it establishes and is intended to enable consultees to provide informed feedback on its direction and objectives. More detailed information will be provided as individual projects are brought forward, including environmental assessments and detailed design, and further opportunities for engagement and consultation will be provided, through future planning application processes. Planning permissions and regulatory requirements and approvals will be sought to ensure that potential impacts are appropriately managed and that development remains consistent with environmental and planning policy and legislation, our environmental commitments and operational requirements.

Construction activity will be carefully planned to minimise disruption to passengers, airlines, employees and neighbouring communities. Our construction strategy will make early use of underutilised space outside the existing terminal building to create additional floor area, reducing the extent of works within the live terminal environment. Development will be sequenced to maintain business continuity, protect operational resilience and ensure that critical Airport infrastructure remains available throughout the construction process.

Where practicable, we will also seek to maximise opportunities for; sustainable construction, local supply-chain related employment, efficient use of materials, responsible management of resources and the integration of low-carbon technologies. Environmental mitigation and enhancement measures will be incorporated alongside development to support our wider sustainability objectives.

This phased and adaptable approach will allow us to respond positively to future opportunities and challenges while continuing to provide a safe, efficient and resilient gateway for the Midlands.



Welcome to **Birmingham**

Have your say

What we are consulting on

We are consulting on this draft Master Plan which sets out a long-term vision for how the Airport could grow and evolve over the period to 2041.

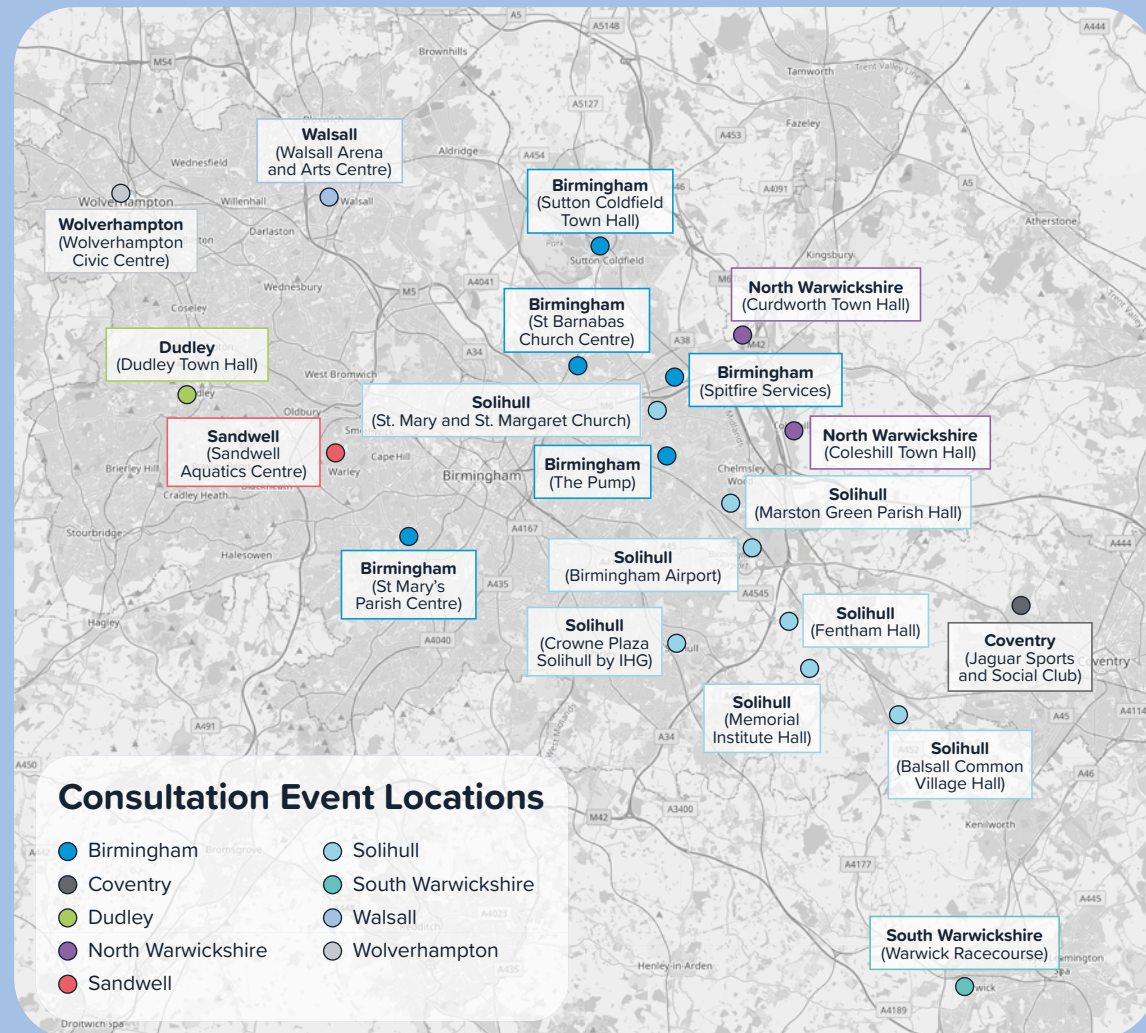
We are seeking feedback from all stakeholders on the proposed vision, objectives and growth strategy, including how we can support connectivity, economic growth, sustainability and the needs of passengers, businesses and local communities.

As the Master Plan is still being developed, this is an opportunity for you to help shape its direction before it is finalised in early 2027.

How to get involved

We are holding several consultation events for stakeholders and members of the community to come and speak with us and to find out more about the draft Master Plan. More information about the events can be found on our website: www.birminghamairport.co.uk/masterplan

If you require information about the Master Plan in an alternative language or format, please contact us at: masterplan@birminghamairport.co.uk



Consultation questions

Feedback form

1. In what capacity are you responding to this consultation?

- ☐ Resident
- ☐ Passenger or customer
- ☐ Employee
- ☐ Shareholder
- ☐ Local authority officer
- ☐ Elected representative
- ☐ Business
- ☐ Statutory body
- ☐ Transport provider
- ☐ Infrastructure provider
- ☐ Other (please specify below)

2. What is the first part of your postcode? (e.g. B26)

3. Overall proposals

Overall, to what extent do you support or oppose the proposals set out in the draft Master Plan? You may find it useful to read the sections titled **Our vision, Our future** and **Our journey to 2041** of the Master Plan.

- ☐ Strongly Support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly Oppose

Please tell us more about why you hold this view:

4. Proposed vision and growth

To what extent do you support or oppose the proposed vision and future growth of the Airport as set out in the draft Master Plan? You may find it useful to read the sections titled **Our vision** and **Our future** of the Master Plan.

- ☐ Strongly Support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly Oppose

Please tell us more about why you hold this view:

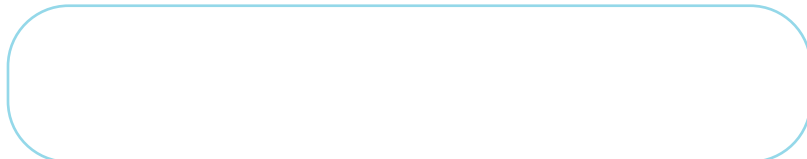


5. Connectivity and surface access

To what extent do you support or oppose our proposed approach to improving connectivity to and from the Airport, including increasing the proportion of journeys made by public transport, increasing resilience and supporting access for passengers, employees and local communities? You may find it useful to read the section titled **Connectivity and surface access** of the Master Plan.

- ☐ Strongly Support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly Oppose

Please tell us more about why you hold this view:



6. Getting to and from the Airport

To what extent do you support or oppose our mode share aspirations which will provide an increased focus on public transport and a reduction in private car usage? You may find it useful to read the section titled **Connectivity and surface access** of the Master Plan.

- ☐ Strongly Support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly Oppose

Please tell us more about why you hold this view:



7. Economic benefits

How important do you think the economic benefits identified in the draft Master Plan are for the West Midlands? You may find it useful to read the section titled **Sustainable growth** of the Master Plan.

- ☐ Very important
- ☐ Important
- ☐ Neutral
- ☐ Not very important
- ☐ Not important at all

8. Social benefits

How important do you think the social benefits identified in the draft Master Plan are for communities across the West Midlands? You may find it useful to read the section titled **Sustainable growth** of the Master Plan.

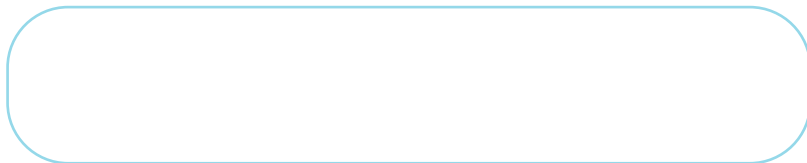
- ☐ Very important
- ☐ Important
- ☐ Neutral
- ☐ Not very important
- ☐ Not important at all

9. Passenger experience

To what extent do you support or oppose our proposals to improve the passenger experience? You may find it useful to read the section titled **Passenger experience and digitisation** of the Master Plan.

- ☐ Strongly Support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly Oppose

Please tell us if there are any improvements you think should be prioritised:

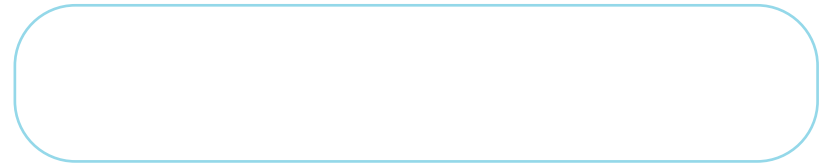


10. Noise

To what extent do you support or oppose the measures proposed in the draft Master Plan to manage the effects of Airport noise? You may find it useful to read the section titled **Sustainable growth** of the Master Plan.

- ☐ Strongly Support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly Oppose

Please tell us if there are any improvements you think should be prioritised:

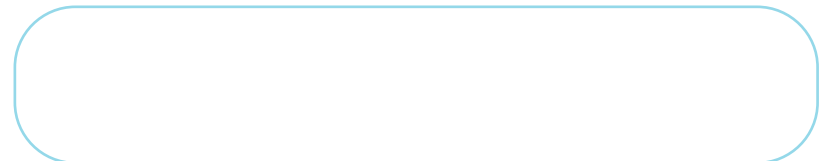


11. Sustainability measures

To what extent do you support or oppose the sustainability measures proposed in the draft Master Plan? You may find it useful to read the section titled **Sustainable growth** of the Master Plan.

- ☐ Strongly Support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly Oppose

Please tell us if there are any improvements you think should be prioritised:



12. Environment and communities

Which aspects of the environment most concern you in regard to growth of the Airport? You may find it useful to read the section titled **Sustainable growth** of the Master Plan.

- ☐ Air quality
- ☐ Biodiversity
- ☐ Carbon
- ☐ Ecology
- ☐ Heritage
- ☐ Land quality
- ☐ Landscape and visual
- ☐ Local communities
- ☐ Noise
- ☐ Water and wastewater management

Please tell us if there are any improvements you think should be prioritised:

13. Additional land for future growth

To what extent do you agree or disagree with the Master Plan identifying the need for land outside of the current Airport boundary for future airport-related development to enable growth, subject to suitable design standards and measures to reduce environmental and community impacts? You may find it useful to read the sections titled **Our future** and **Our journey to 2041** of the Master Plan.

- ☐ Strongly Support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly Oppose

Please tell us if there are any improvements you think should be prioritised:

14. Any other comments

Is there anything else you would like us to consider as we develop the Master Plan? Please provide any additional comments or suggestions:

How to provide feedback

Please provide your feedback via any of the following methods by 4 December 2026.

- **Online** – complete the feedback form on our website: www.birminghamairport.co.uk/masterplan
- **By email** – send your comments to: masterplan@birminghamairport.co.uk
- **By post** – send your completed feedback form or comments to MASTER PLAN 2026-2041, Birmingham Airport, Birmingham, B26 3QJ
- **At an event** – provide your completed feedback form to a member of our team

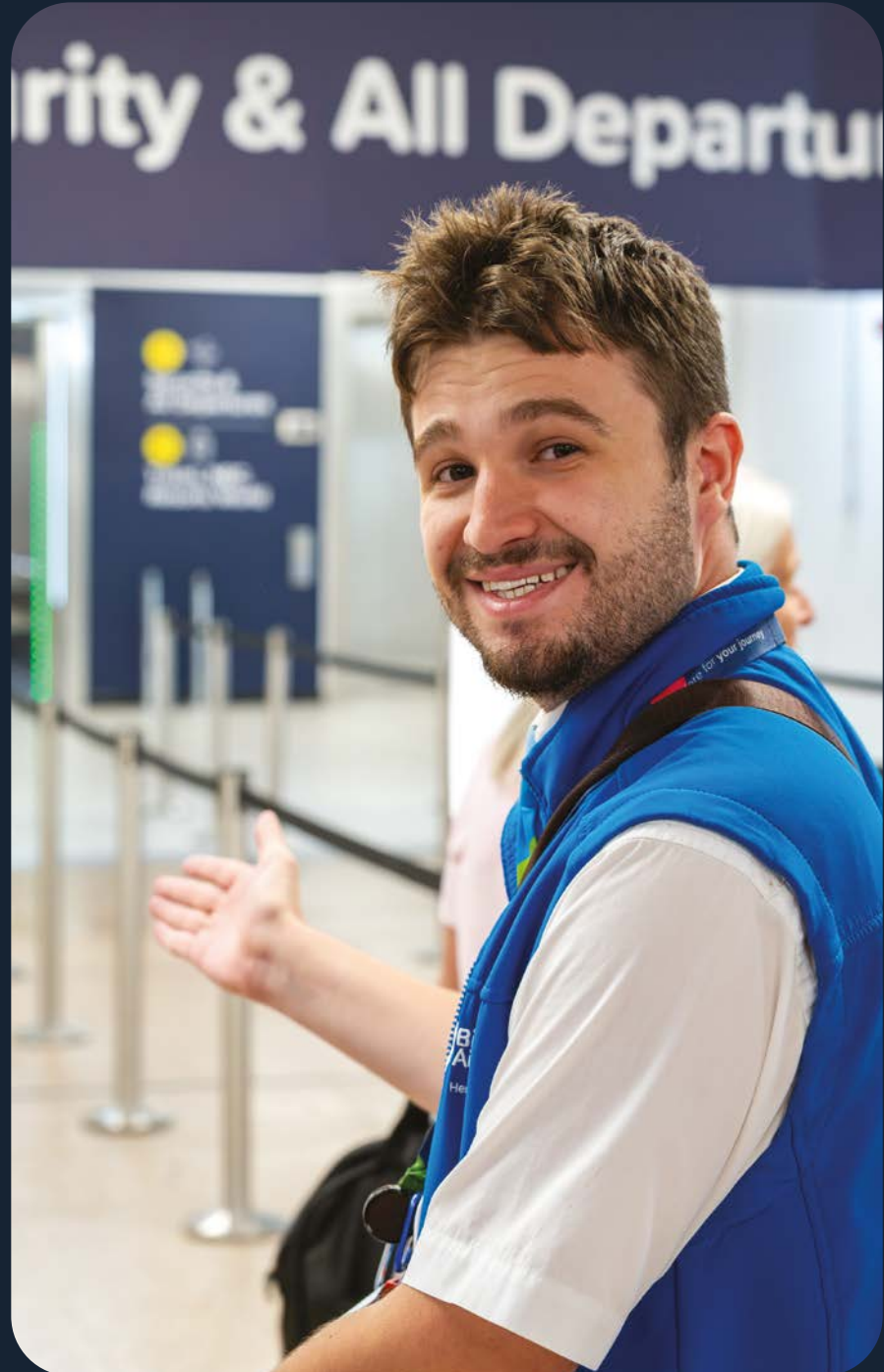
What happens next?

Your feedback matters

We will review and analyse all feedback received during the consultation, and identify key themes, issues and suggestions raised to help us finalise the Master Plan and inform the next stage of development at the Airport.

Production of a consultation report

A consultation report will be published summarising what we heard, how feedback was considered, and how it has influenced the Master Plan.





Birmingham
Airport

Travel  

You can't smoke or vape

YOUR HOLIDAY

Glossary of terms

Auxiliary Power Unit: A device on an aircraft that provides power for functions other than flight.

Aircraft Stand: A position on the apron at which an aircraft can be located or parked and where all normal servicing activities are carried out, including embarking and disembarking passengers. Stands may be remote from, or adjacent to the terminal buildings. A contact stand is an aircraft parking position directly attached to the terminal building, while a near-terminal stand sits close to the terminal but usually requires a short walk, stairs, or specialised transport rather than a direct indoor jet bridge connection.

Airport Carbon Accreditation: The only institutionally endorsed, global carbon management certification programme for airports. It independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions through 7 levels of certification: 'Level 1', 'Level 2', 'Level 3', 'Level 3+', 'Level 4', 'Level 4+' and 'Level 5'.

Airport Consultative Committee: The Committee to provide a facility, for the purposes of Section 35 of the Civil Aviation Act 1982, for consultation between the Airport and users, the local authority, neighbouring local authorities and local communities with respect to matters concerning the management and administration of the Airport which affect their interests.

Airspace Change Organisation Group (ACOG): A group that coordinates the UK's national programme of airspace change to deliver the Airspace Modernisation Strategy.

Airport Surface Access Strategy: A document which sets out at a strategic level how the Airport will improve and encourage all the different modes of transport that passengers, employees and goods use to get to and from the Airport with a particular emphasis on sustainable modes of transport.

Air-Rail Link: The automated people-mover system (replacing the former MAGLEV system) linking the Airport with Birmingham International Railway Station and the NEC.

Airside: The restricted area of an airport to which the public do not have general access.

Ancillary Airport Facilities: Those uses that support the main functions of an airport terminal, apron and runway. At the Airport this includes facilities such as air traffic control, fuel storage, car parking, offices, aircraft catering, freight and aircraft maintenance.

Apron: A defined area of land on an aerodrome for the stationing of aircraft, the embarkation and disembarkation of passengers, the loading and unloading of cargo, and for parking.

Automated People Mover (APM): A cable-pulled above-ground passenger transport which will connect HS2 Interchange Station with Birmingham Airport, via the NEC and Birmingham International Station.

Aviation Security in Airport Development (ASIAD): An anti-terrorism program implemented by the Department for Transport to incorporate design elements into airports that will impart resistance to bomb blasts.

Air Transport Movements (ATM): A landing or a take-off by an aircraft engaged in the commercial transport of passengers, freight, or mail.

Baggage Handling System (BHS): A conveyor system installed in airports that transports passengers' luggage from check-in desks to the baggage make-up hall from where luggage is transported to aircraft.

Belly Hold Cargo: Goods, mail, and freight transported in the lower cargo hold, or "belly" of a passenger airplane.

Biodiversity Net Gain: An approach to development and land use that ensures biodiversity is left in a better state than before, with measurable improvements in habitat quality and ecological value.

Birmingham Airport's 2009 Planning Permission: In 2009 the Airport was granted planning permission for the runway extension. This consent includes several conditions that have to be complied with, including an allowance of up to 205,400 aircraft movements per year. A Section 106 Agreement was also agreed as part of granting permission, and this provides a legally binding document to manage and mitigate the environmental, community and transport impacts (including the HEELMP and Night Flying Policy).

Birmingham City Council: Whilst the Council area is adjacent to the Airport, they have responsibilities for planning, highways property and environmental protection which can all impact on the operation of the Airport and delivery of the Master Plan.

Bowser Systems: A mobile tank system used to transport, store, and dispense aviation fuel or potable water directly to aircraft.

CAA: Civil Aviation Authority.

Catchment: The area from which the Airport draws most of its passenger demand.

Central Terminal Area: The area of the Airport which is directly adjacent to the terminal, and which currently houses the Premium Set Down area, bus & coach bays, taxi ranking, and hotels.

Centralised Passenger Processor: A centralised passenger processor brings the main processing functions, such as check-in and bag drop, security, immigration and baggage reclaim, into one shared area serving the whole terminal, rather than duplicating them across separate processors.

City Region Sustainable Transport Settlement (CRSTS): A government funding program that provides capital investment for local transport networks across major city regions in England.

dB: Unit of relative sound level or changes in sound level.

dBA: Unit of sound pressure level measured on the weighted scale that applies a weighting to simulate the way a typical human ear responds to a range of acoustic frequencies.

Displaced threshold: A displaced threshold moves the point where aircraft touch down further along the runway, meaning arriving aircraft stay higher for longer as they pass over communities on approach.

Domestic Services: Services flown entirely within the UK, Isle of Man and Channel Islands.

Effluents: Gases or vapours discharged from industrial processes.

Fixed Electrical Ground Power: The provision of electrical power to aircraft using fixed equipment on an aircraft stand.

Foreign Passengers: Passengers whose residence is outside of the UK.

Freighter aircraft: Aircraft to transport goods, freight and cargo exclusively rather than passengers.

Gross Value Added (GVA): The total value of output from a service less the value of any intermediate inputs i.e. those outputs of other sectors used as inputs from the supply chain. GVA is a standard measure of economic activity that statistical agencies (such as the Office for National Statistics and Eurostat) routinely use to ascertain an industry's contribution to an economy's total output.

Ground Handling: The servicing of an aircraft whilst it is on the ground. This includes the transfer of baggage between the terminal and the aircraft.

Ground Running: Operating an aircraft's engines while the plane is on the ground to test and check the performance of the engines or onboard systems.

Historic Environment, Ecology Landscape Management Plan (HEELMP): A long-term environmental management scheme covering 42 hectares of land owned by the Airport to the south of the A45, to protect and boost local wildlife.

High Speed 2 (HS2): The planned high speed rail line connecting Birmingham City Centre to London via Interchange Station.

Hub Airport: An airport where passengers can change aircraft to travel on to any one of a number of destinations served at the hub.

Inbound Passengers: Passengers travelling to visit the West Midlands whether UK or Foreign.

Inclusive Growth: Economic growth that is distributed fairly across society and creates opportunities for all.

Instrument Landing System (ILS): A ground-based radio navigation system that provides aircraft with precision horizontal and vertical guidance to land safely during poor visibility or bad weather.

Landside: The area of the Airport to which the public have general access without a boarding card and without passing through security screening.

Leq: A measure of long-term average noise exposure. For aircraft it is the level of a steady sound which, if heard continuously over the same period of time, would contain the same total sound energy as all the aircraft noise events.

Long-Haul Flight: A flight longer than 4,000km.

Midlands Connect: A partnership between the Government and local authorities that has developed a transport strategy that identifies the major infrastructure projects needed to improve the connectivity of the Midlands' key locations to help drive economic growth.

Million Passengers Per Annum (MPPA): A measure of the number of passengers which are served by the Airport each year.

Multi-Modal Interchange (MMI): The public transport interchange which houses the Air-Rail link at Birmingham International Station, and which provides access to bus bays on the ground floor via escalators, stairs and lifts.

Narrow Body Aircraft: Aircraft with a single passenger aisle, generally with a capacity of around 295 seats (e.g. Airbus A320 or Boeing 737).

National Exhibition Centre (NEC): The UK's largest exhibition space, providing 18 event halls and located adjacent to the Airport.

Next Generation Aircraft: NextGen aircraft refer to models that incorporate the latest advancements in fuel efficiency, aerodynamics, and engine technology. These typically include aircraft delivered from the mid-2010s onward, such as the A320neo, 737 MAX, A350, and 787 families, which offer significantly lower fuel burn and emissions compared to previous-generation models.

Night Flying Policy: The policy regulating the use of the Airport by aircraft during the Night Period.

Night Period: The period from 2330 to 0600.

Noise Action Plan: A noise management programme published by the Airport that minimises disturbance to our local community by identifying mitigation measures implemented by the Airport.

Noise Contour: A line on a map representing areas of equal noise exposure.

Noise Envelope: A framework of limits and controls used to monitor, manage and control aircraft noise as an airport grows.

Passenger Terminal Building (PTB): The main terminal building which houses passenger facilities, arrivals and departures.

PFAS: Perfluoroalkyl and Perfluoroalkyl Substances, commonly referred to as 'forever chemicals' as they do not easily degrade.

Pier: A long, narrow extension of an airport terminal building with aircraft parking typically arranged on both sides, usually including air bridges to enable passengers to board or alight an aircraft.

Premium Set Down: A dedicated vehicle drop-off zone located directly outside an airport terminal building designed for rapid passenger unloading.

Public Transport Modal Share: The share of surface transport traffic gaining access to the Airport by all modes of public transport (excluding taxis).

Satellite Boarding Facilities: Standalone or remote airport terminal buildings situated away from the main concourse, used to board and deplane passengers at remote aircraft stands.

Scheduled Services: Flights performed according to a published timetable, available for use by members of the public.

Scope 1 emissions: Direct emissions from sources owned or controlled by the Airport, such as fuel used in Airport vehicles and heating systems.

Scope 2 emissions: Indirect emissions from the electricity the Airport purchases and uses.

Scope 3 emissions: All other indirect emissions associated with the Airport but not directly controlled by it, including aircraft in flight, passenger and employee journeys to the Airport, tenant energy use, goods and services purchased, and construction activity.

Short-Haul Flight: A flight shorter than 2000 miles.

Site of Special Scientific Interest (SSSI): A legally protected area in the UK designated for its important biological or geological features, chosen under the Wildlife and Countryside Act 1981.

Solihull Metropolitan Borough Council: The Airport is location within the Council administrative area, and is subject to its powers and controls on planning, highways, property and environmental protection. These responsibilities can impact on the operation of the Airport and delivery of the Master Plan.

Sound Insulation Scheme: A scheme which typically provides grant funding, double glazing, and acoustic ventilation for properties affected by high noise levels.

Sprint Bus Rapid Transit: A bus priority corridor that will link Walsall to Solihull and Birmingham Airport in one continuous route.

Sustainable Transport: Modes of travel which are considered sustainable, i.e. public transport (bus and rail), and active travel.

Taxiway: A defined route for the taxiing of aircraft to and from the runway and between stands.

Track-Keeping Monitoring: Process of recording and analysing an aircraft's flight path, position, and altitude relative to published noise-preferential routes or designated corridors.

Land at Damson Parkway: An area of land promoted for employment development in the (withdrawn) Solihull Local Plan (Site UK2), to the south of the A45 in the vicinity of Damson Parkway.

UK Central Hub (UKCH) / UK Central Gateway (UKCG): UKCH is a proposed mixed-use development to the east of the Airport, which is planned to deliver a significant number of jobs and commercial opportunities in the immediate vicinity of the HS2 Interchange Station. UKCG connects Birmingham City Centre with UKCH, and incorporates other key investment and growth areas, including Digbeth, Smithfield and the Sports Quarter.

Very Light Rail (VLR): VLR is a battery-powered light tram system which is designed to be low cost and simpler to construct than typical heavy tram systems.

WebTrak: This is an online tool which allows members of the public to view live and historical flight path and aircraft noise data.

West Car Park: An existing passenger car park area located between the Airport and Birmingham International train station (accessed off Bickenhill Lane / Station Link Road roundabout), currently (2026) operated by AirParks.

West Midlands Combined Authority (WMCA): The combined authority for the county of the West Midlands, comprising the county's seven metropolitan borough councils.

West Midlands Region: The region consists of the counties of Herefordshire, Shropshire, Staffordshire, Warwickshire, West Midlands and Worcestershire.



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