

# Birmingham Airport 2033

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Over the next 15 years, we will expand and improve the Airport to maximise our potential as a single runway airport by investing £500 million in new development. Our plans take account of our forecasted growth and will increase operational efficiency for our airlines and partners and improve the experience for our passengers.

### Existing facilities

Our Airport today has a single runway and a terminal building with 26 contact or walk-out aircraft stands and 43 bussted stands (both figures are narrow body equivalent). Some stands are now too small for the new generation of larger aircraft and others are reserved for aircraft servicing and maintenance, therefore up to 58 stands can be typically used for flight operations.

The terminal building is the original 1984 terminal and the 1991 'Eurohub' terminal linked by a concourse built in 2000 and with an extended pier added in 2009 (see Appendix A for further details about the Airport in 2018).

The runway is capable of handling around 40 movements (arrivals and departures) per hour. However, its capacity is currently restricted by Minimum Departure Intervals (MDIs) that are imposed by NATS, the UK's national en-route provider of air traffic services, during the early morning departures peak because there is insufficient airspace in the south-east for the number of aircraft that need to fly through this area. These MDIs increase the separation between successive departures routing southbound from Birmingham from seven nautical miles to fifteen nautical miles.

The Civil Aviation Authority, as the national supervisory authority for the planning and regulation of national airspace, must resolve this issue by prioritising airspace modernisation that impacts regional airports. It has a responsibility to ensure that UK air space is developed to meet demand in line with the Government's overarching policy of making best use of existing runways.

Our Master Plan sets out the key projects that will be implemented to accommodate our forecasted growth, improve operational efficiency for our airlines and partners and improve the experience for our passengers over the next 15 years.

### Investment plan

Our investment plan is in five year phases and takes account of our forecasted growth balanced against our continued commitments on sustainability. We are predicting passenger growth to:

- 15 million passengers per annum by 2023 (5 years).
- 17 million passengers per annum by 2028 (10 years).
- 18 million passengers per annum by 2033 (15 years).

Our £500 million investment will result in a significant extension to the terminal providing improved operational facilities and an enhanced customer experience, and a major reconfiguration of our stands to provide the additional capacity needed to meet the forecasted increase in Air Transport Movements.

### Terminal extension

The most visible development to passengers over the next five years will be a significant extension to the terminal. Departure peaks of 3,200 passengers per hour are experienced in the busy summer period and there is a clear and understood need to improve customer experience.

We will expand our current departure lounge in the North terminal, by almost 40%. This will create space, maximise natural light and transform it into a bright, modern and relaxing place for passengers. Essential facilities such as seating, toilets and circulation space will be significantly increased. In addition, there will be a range of expanded retail facilities and a glazed mezzanine floor where passengers can enjoy an improved range of bars and restaurants.

The most important change operationally will be the reconfiguration of existing aircraft stands and the construction of additional stands to increase our capacity for the modern larger aircraft from the 58 operational stands today to 69 stands by 2033.



#### Warwick Castle and Chatsworth House

Birmingham Airport serves the Midlands region's key tourist destinations

The following tables summarise the significant developments over the 15-year period of the Master Plan, split into three five-year phases:

→ **Developments 2018-2023**

→ **Summary of developments 2024-2028**

→ **Summary of developments 2029-2033**

## Developments 2018-2023

Location	Proposed development	Rationale
Terminal	Terminal extension	<p>A three-storey extension with the ground floor providing space for the enlarged outbound baggage make-up facility (see separate project).</p> <p>The first and second floors will provide increased floor space to improve passenger circulation, increased seating, more toilet facilities and additional retail facilities.</p> <p>The project also includes bussing lounge extensions, revised goods access and the relocation of various operational storage areas.</p>
Terminal	Airside security extension	<p>A 12 million extension to the rear of the existing screening area will increase capacity, improve operational efficiency, accommodate legislative changes and improve the customer experience.</p> <p>This will provide increased screening capacity and longer security lanes, which will reduce queuing and improve circulation.</p> <p>This will enable us to meet the legal requirement to process passengers through body scanners, which is expected to increase from 25% to 100% within the next 5 years.</p>
Terminal	Expansion and upgrading of check-in Bag-Drop	<p>Check-in facilities will be expanded in the North terminal with the area being reconfigured to create more space and to significantly improve passenger flows and remove pressure around the current escalators.</p> <p>This project will include significant expansion of the two-stage self-service bag drop process as part of our drive to modernise check-in and improve capacity. It is anticipated that 80% of passengers could use self-service check-in by 2023 and some traditional desks will be retained for those passengers that need them.</p>

## Developments 2018-2023 continued

Location	Proposed development	Rationale
Terminal	New bussing lounge	<p>There are currently two bussing lounges in the North terminal with a total of 12 gates and two individual bussing gates in the South terminal.</p> <p>As part of the check-in reconfiguration in the North and South terminals, space will be freed up in the south pier to develop a new bussing lounge facility to serve the re-configured stands.</p>
Landside	Car Hire Village relocation and upgraded facilities	<p>Our Car Hire Village is currently located on the site designated for a construction compound by HS2 to deliver the People Mover between the HS2 Interchange station and our Airport terminal.</p> <p>Alternative locations are under review to facilitate the creation of a new Car Hire Village and to deliver more capacity for rental vehicles as passenger numbers grow.</p>
Apron	Stand reconfiguration	<p>With peak stand demand predicted to reach 69 by 2033, stand reconfiguration is required to optimise the existing pavement layout over the next 5 years and beyond.</p> <p>This project will simplify our infrastructure to accommodate an increased number of aircraft, without extending the existing apron and accommodating the predicted growth in air travel over the next 5 years.</p>
Terminal	Enlarged arrivals area	<p>The existing arrivals area gets congested at peak times and we therefore propose to improve the customer experience in this area.</p> <p>The South terminal will also be re-configured and a new, enlarged arrivals area will be created to improve the customer experience for arriving passengers and provide an improved retail and food offer.</p>

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#### Developments 2018-2023 continued

Location	Proposed development	Rationale
Terminal	Baggage lines and make-up improvements	<p>Our baggage system will be upgraded to enable us to process 4,000 bags per hour, an increase from 2,000 in 2017.</p> <p>The project will also deliver an early bag storage facility, increasing flexibility of when passengers can check-in and improving baggage handling efficiencies.</p>
Elmdon Site	New airside security gate in Hangar Road area	<p>Hangar Road Access Control Point processes all in-flight supplies, catering, cargo, fuel and other airside deliveries. However, as the Airport has grown, traffic has increased through Hangar Road which results in it exceeding capacity at peak times of the day.</p> <p>The security area in the Hangar Road area will be reconfigured to accommodate 4 security lanes, reducing queuing and improving the operational effectiveness of security.</p>
Elmdon Site	Refurbishment of Elmdon building	<p>This iconic building, recently Grade II listed, was significantly damaged by flooding in the severe weather conditions in early 2018.</p> <p>The Elmdon building will be refurbished, to provide accommodation for airport operations on the Elmdon side of the airfield. This could include business aviation, staff training and office support for cargo operations.</p>

## Summary of developments 2024-2028

Location	Proposed development	Rationale
Terminal	Additional 30 metre long reclaim belt	There are currently 10 baggage reclaim belts with belt 5 being extended and replaced in 2018 by a longer belt to accommodate larger flights. An additional reclaim belt and extension of the reclaim hall will also be required by 2028.
Apron	Further stand reconfiguration	Following stand reconfiguration in the first 5-year period, this project will add further capacity to accommodate an increased number of aircraft, continuing to use the existing apron as efficiently as possible.
Terminal	International arrivals corridor	A new corridor will be developed linking south terminal stands to the North terminal UK Border Force. This will increase operational flexibility and provide the opportunity to consolidate immigration operations in the North terminal in the future.
Terminal	Reconfigured domestic arrivals	The reclaim belt will be rotated to allow international corridors from the South terminal to connect to the North immigration hall. This will provide a dedicated access for domestic passengers only to avoid routing errors.
Elmdon Site	Additional 2,000 car parking spaces	An additional 2,000 car parking spaces will be provided to accommodate the increased passenger numbers.
Terminal	HS2 terminal connection	As HS2 construct the Automated People Mover from the HS2 Interchange Station via Birmingham International Station to the Airport we will provide a covered route linking to the North terminal.

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## Summary of developments 2029-2033

Location	Proposed development	Rationale
Apron	New stands	It is likely that further stand reconfiguration or development will be required to provide additional capacity. This could include further reconfiguration of the existing stands, the provision of new stands adjacent to Taxiway Tango or a combination of the two.
Runway	New parallel taxiway	There may be a requirement to complete the Airport's parallel taxiway to accommodate the increase in flights and stand capacity at the Airport.
Elmdon Site	Support facilities	As passenger numbers and aircraft movements grow, the Elmdon Site, which houses a variety of essential support activities such as freight, catering, aircraft engineering and cleaning will require expansion.



## More space and improved facilities

An enhanced passenger experience



“Connectivity is critical for business growth, and an increasing number of international businesses are choosing this region as their home. With Birmingham already at the heart of the UK travel network, this is strengthened by the airport providing inbound and outbound global links to Europe, the Emirates and beyond. Continued investment in connectivity and infrastructure will play a key role as an enabler to sustained growth for the region.”

### Matthew Hammond

PwC Midlands region chair and chair of West Midlands Growth Company