



**Birmingham
Airport**

Airspace Change Proposal – Runway 15

**Post Implementation Review –
Supplementary Information Request**

Summary

This document contains additional images as requested by the Civil Aviation Authority to supplement the Post Implementation Review report which was submitted on 7th July 2017. Therefore, these images should be viewed in conjunction with that report.

The tracks depicted in the images are the same as those originally submitted however the background mapping has been changed to OpenStreetMap which allows for higher-resolution screen-prints to be taken. The Noise Preferential Routes (NPRs) and Nominal SID centrelines have also been added. The NPRs for pre-implementation of the airspace change are displayed in magenta and the NPRs post the airspace change are displayed in blue.

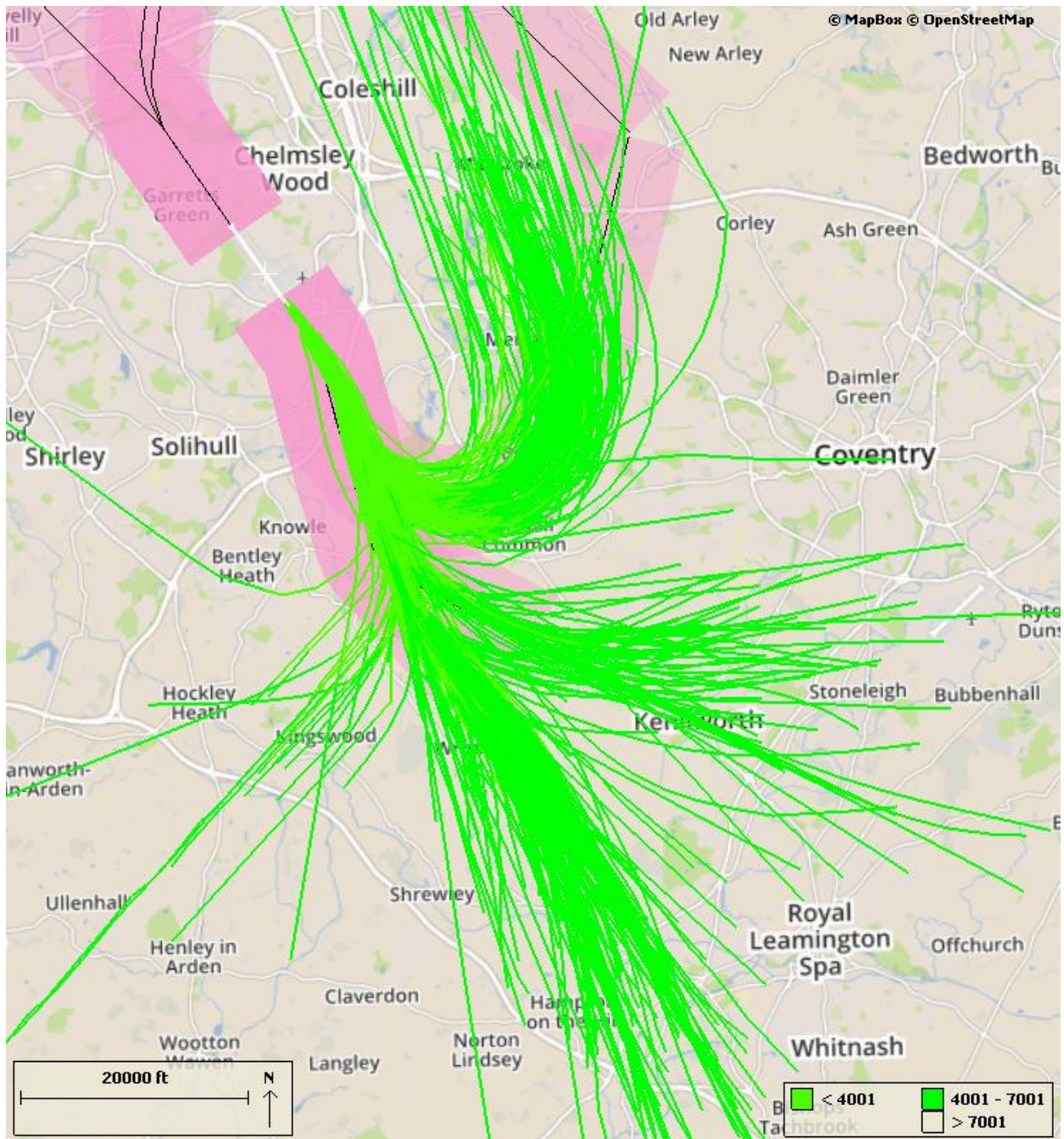
Any queries regarding the additional images should be directed to [REDACTED]
[REDACTED]

Email: [REDACTED]

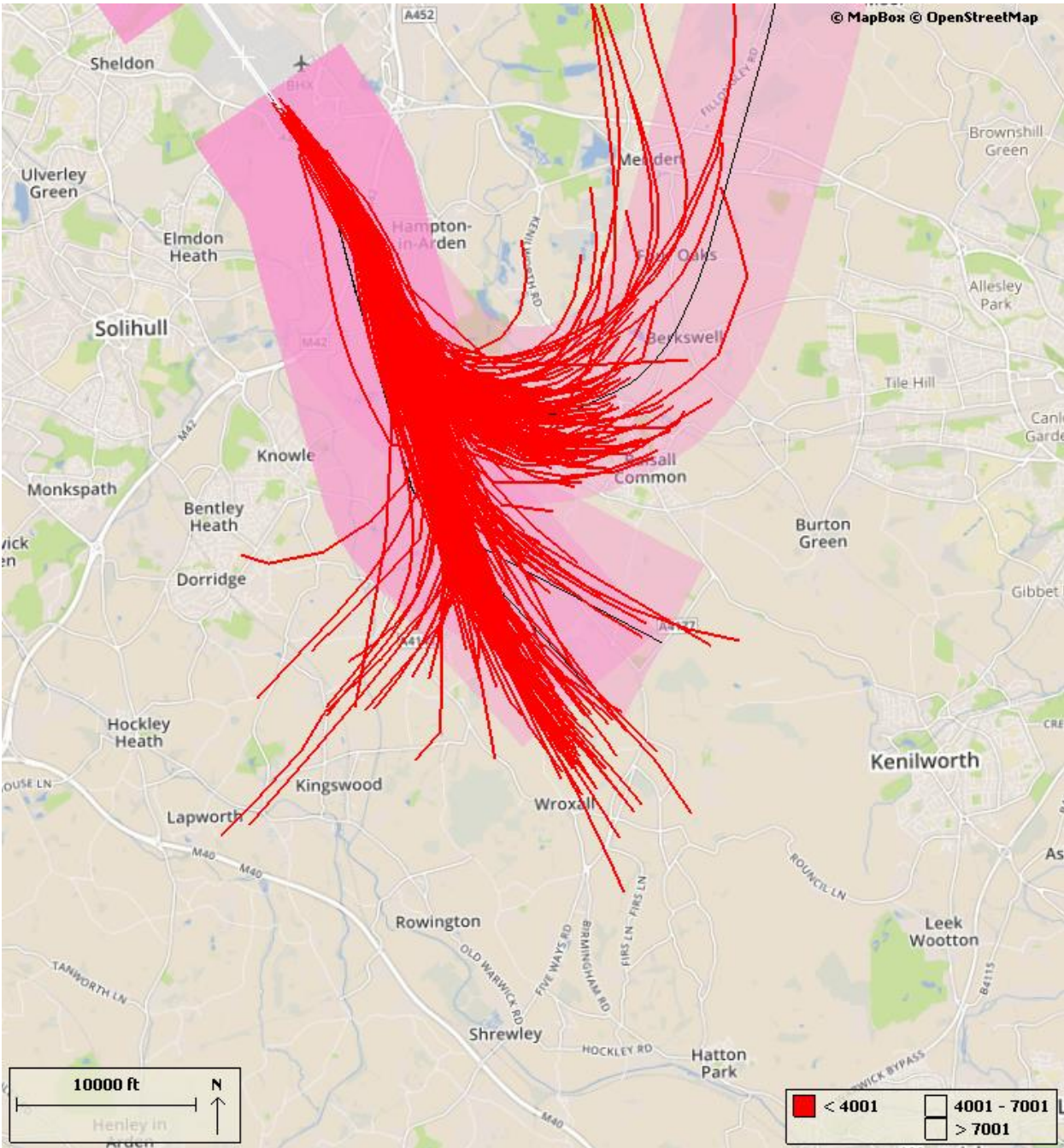
Telephone: [REDACTED]

JUNE

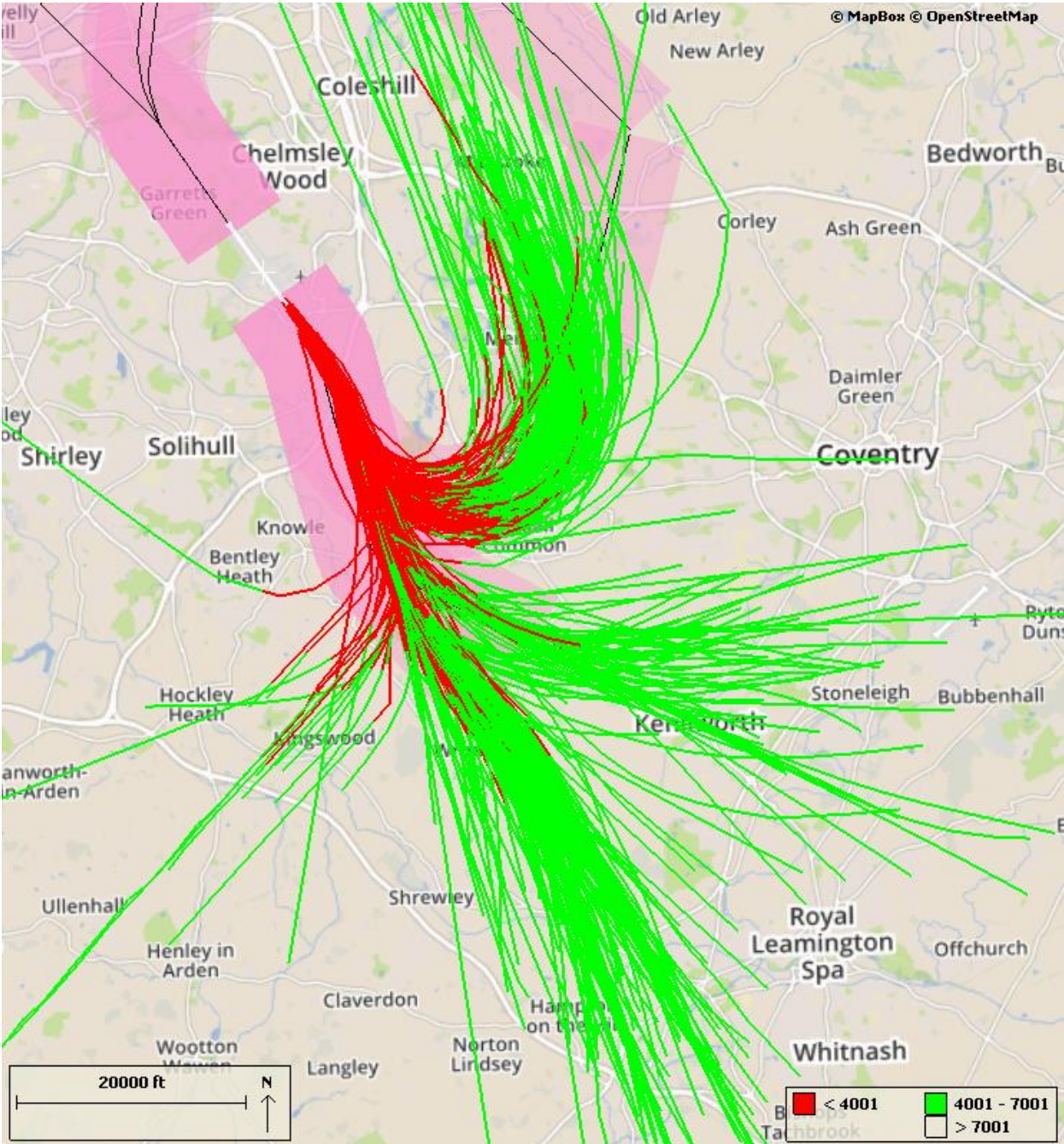
Traffic departing from runway 15 pre-implementation up to 7,000 feet. 15th – 21st June 2013 (inclusive), 435 movements.



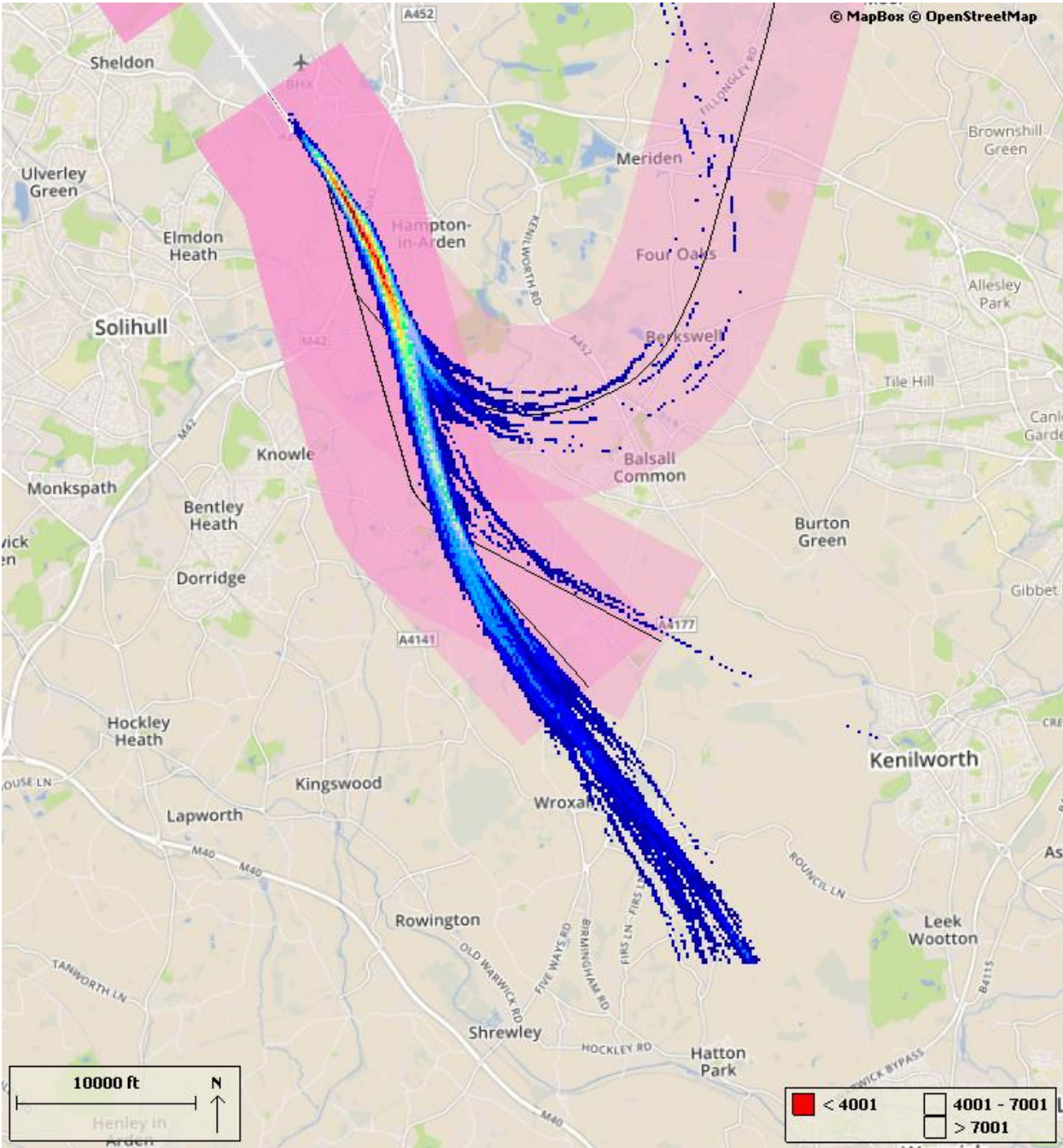
Traffic departing from runway 15 pre-implementation up to 4,000 feet. 15th – 21st June 2013 (inclusive), 435 movements.



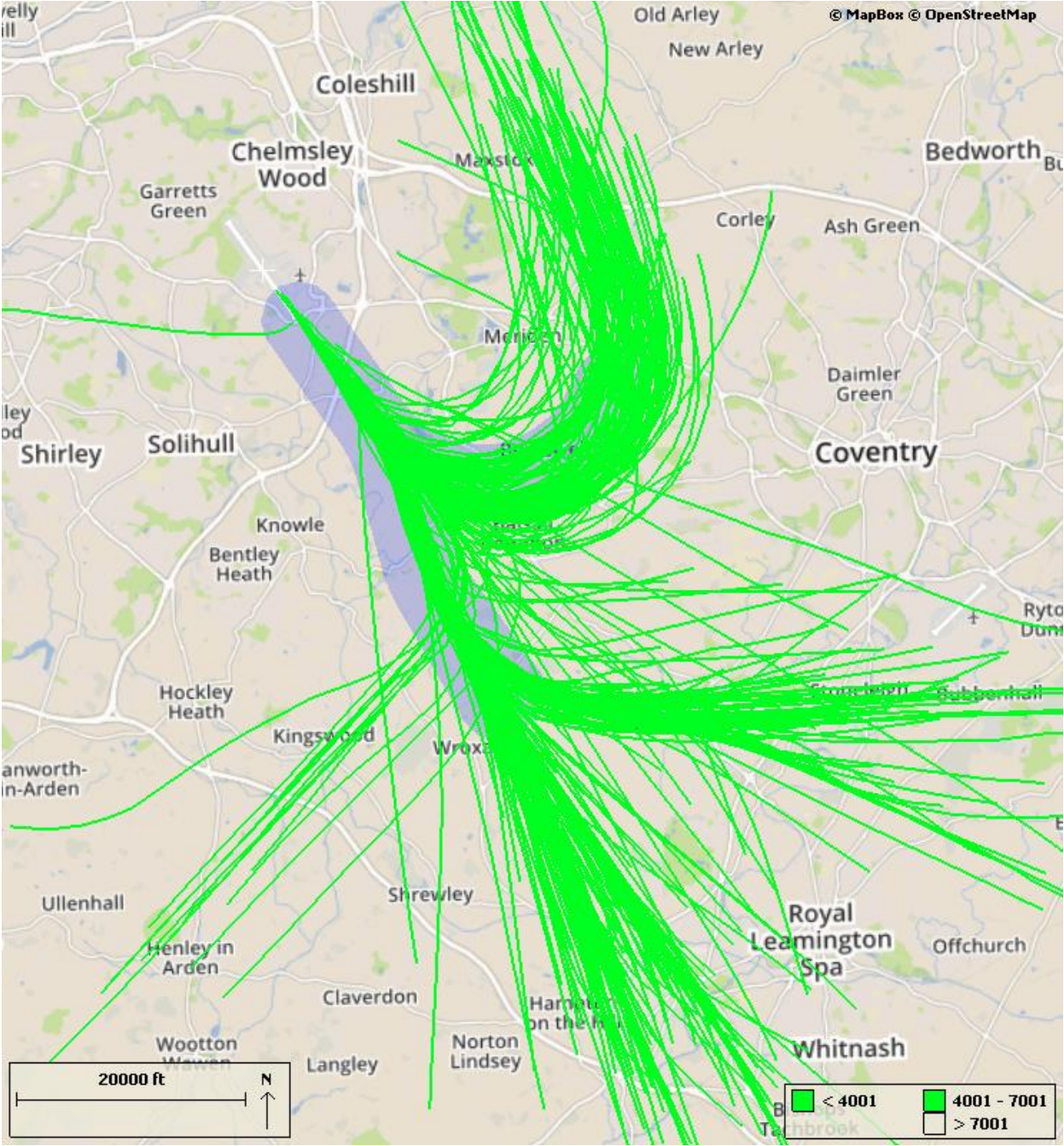
Traffic departing from runway 15 pre-implementation between 4,000 & 7,000 feet. 15th – 21st June 2013 (inclusive), 435 movements.



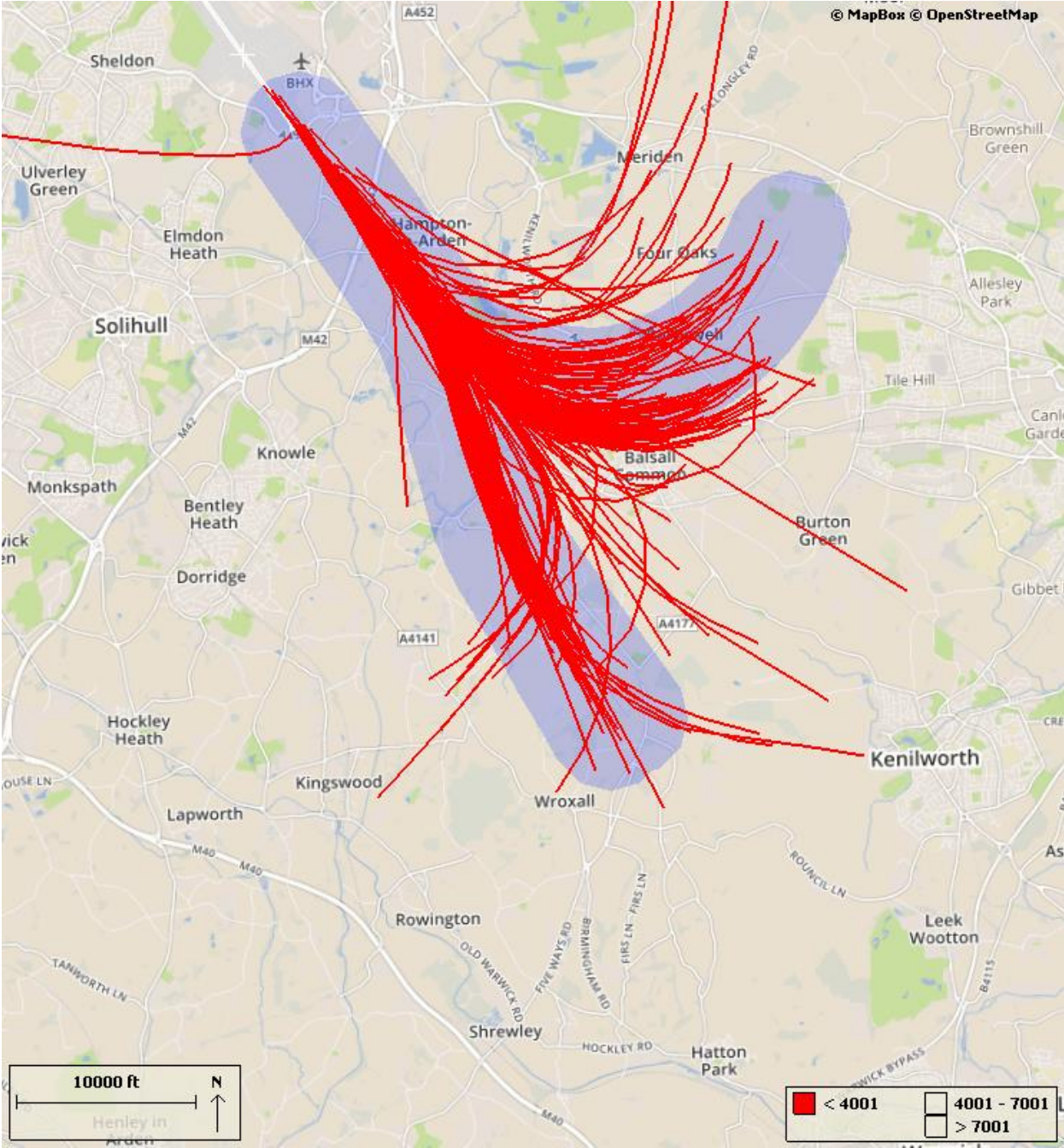
Track density for departing aircraft from runway 15 pre-implementation. 15th – 21st June 2013 (inclusive), 435 movements.



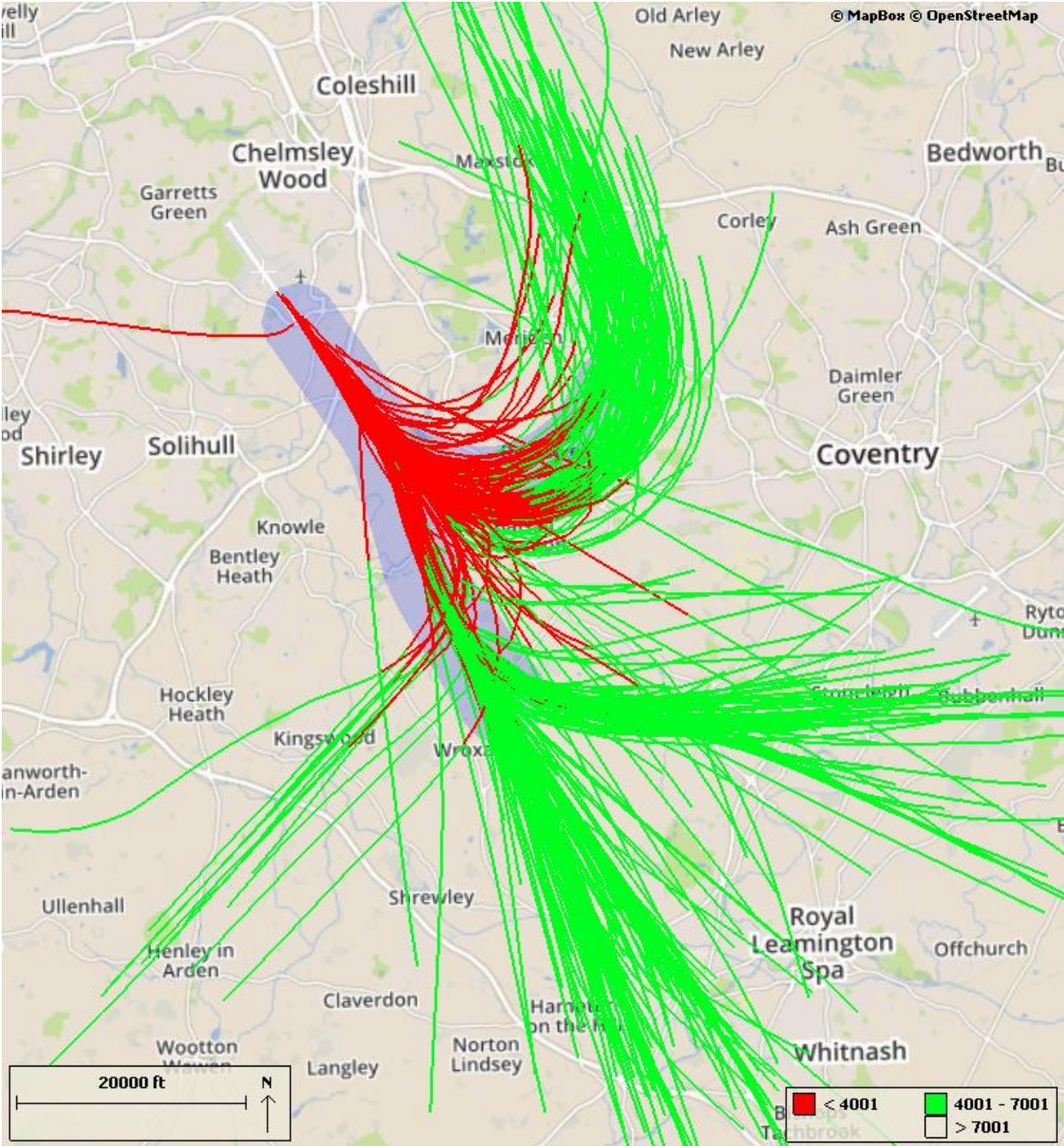
Traffic departing from runway 15 post-implementation up to 7,000 feet. 23rd – 30th June 2016 (inclusive), 429 movements.



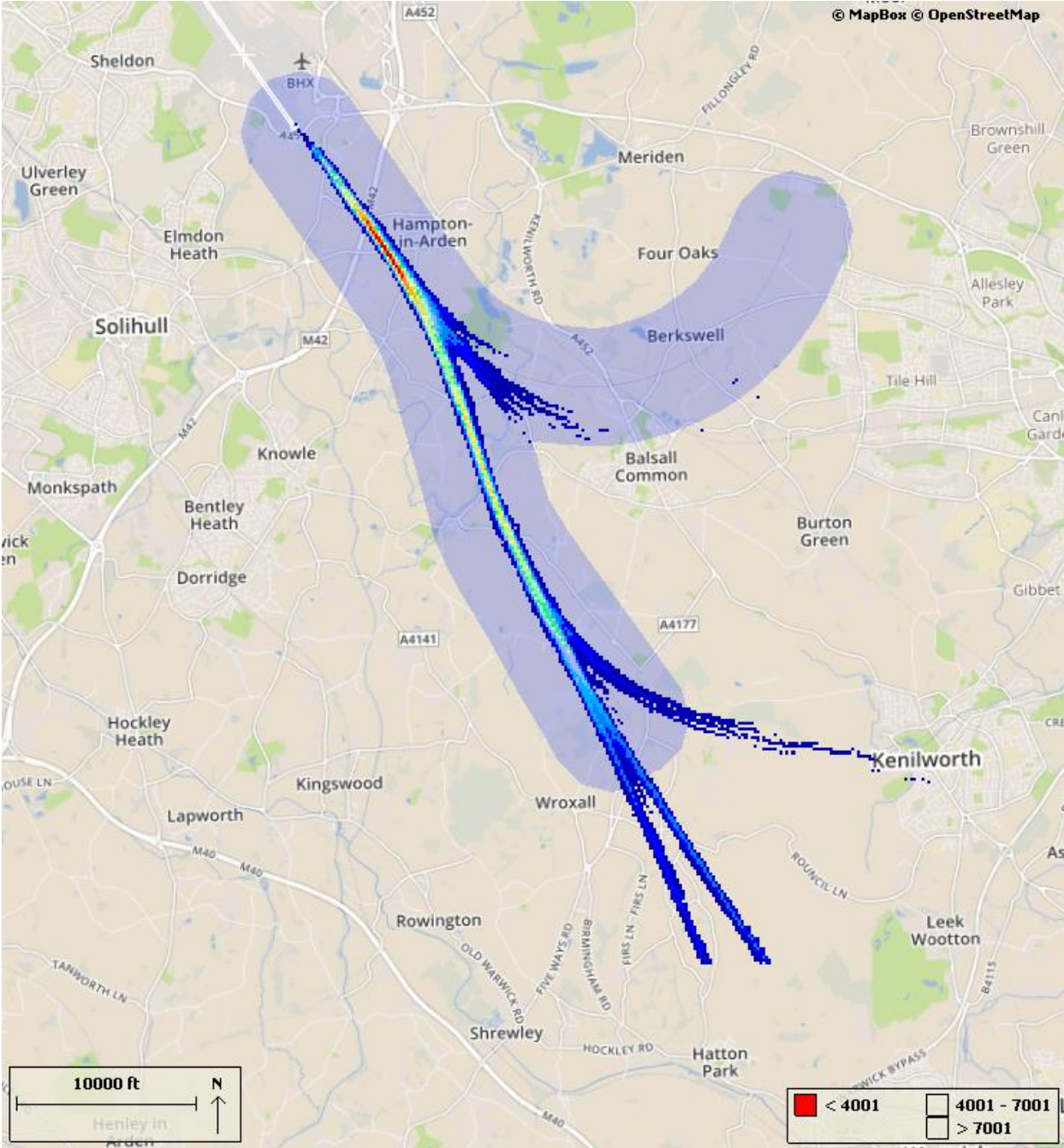
Traffic departing from runway 15 post-implementation up to 4,000 feet. 23rd – 30th June 2016 (inclusive), 429 movements.



Traffic departing from runway 15 post-implementation between 4,000 & 7,000 feet. 23rd – 30th June 2016 (inclusive), 429 movements.

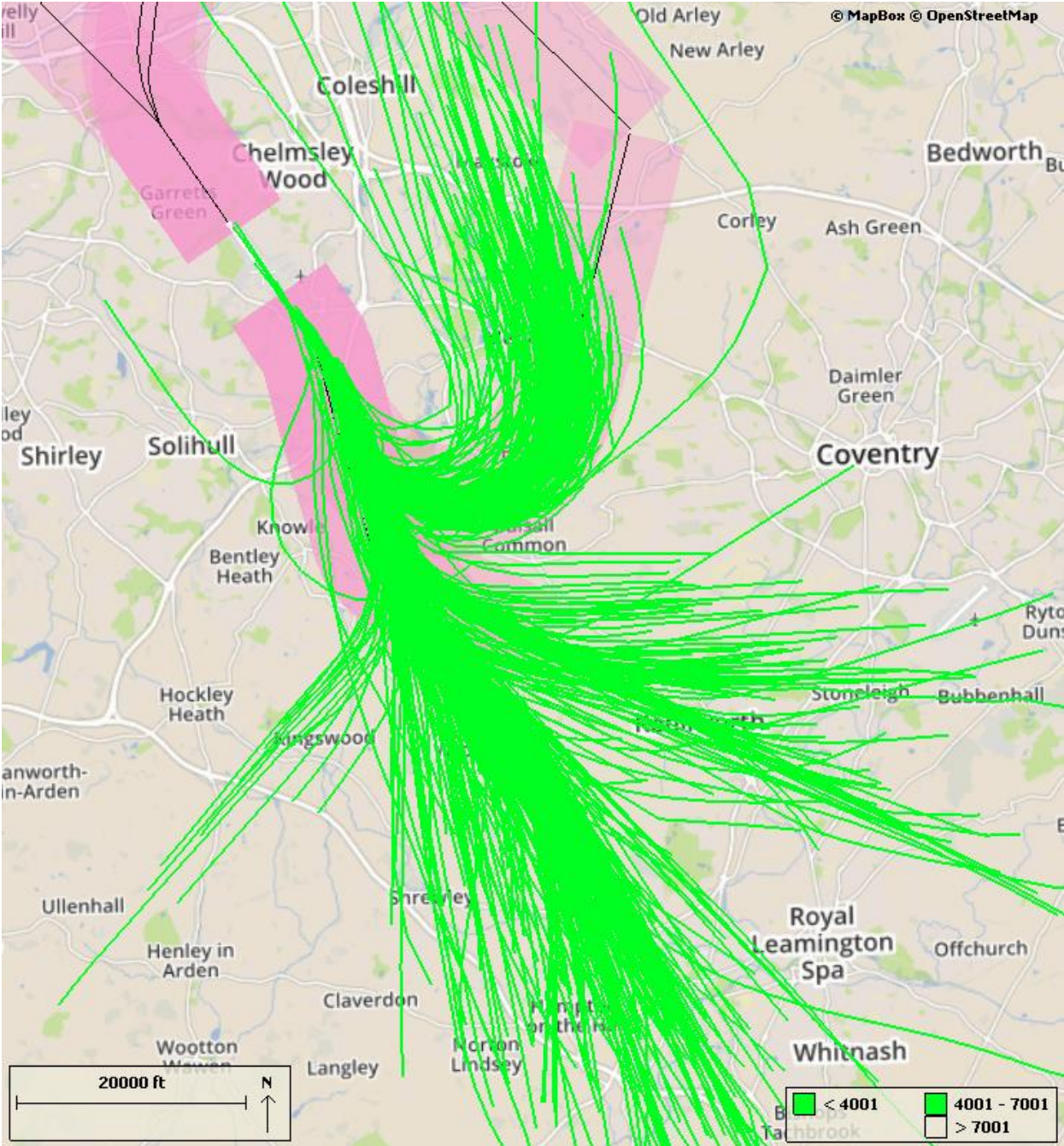


Track density for departing aircraft from runway 15 post-implementation. 23rd – 30th June 2016 (inclusive), 429 movements.

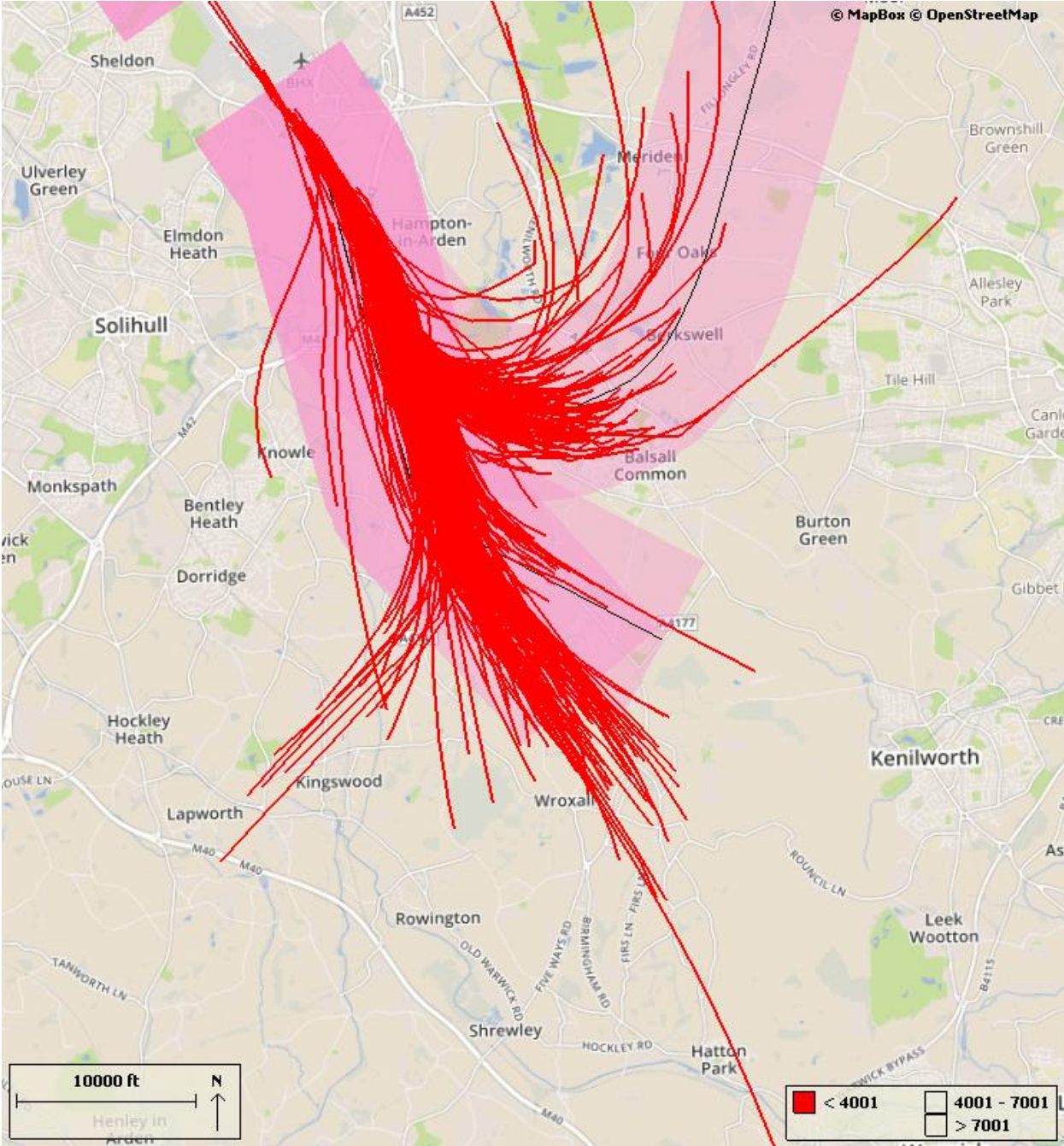


September

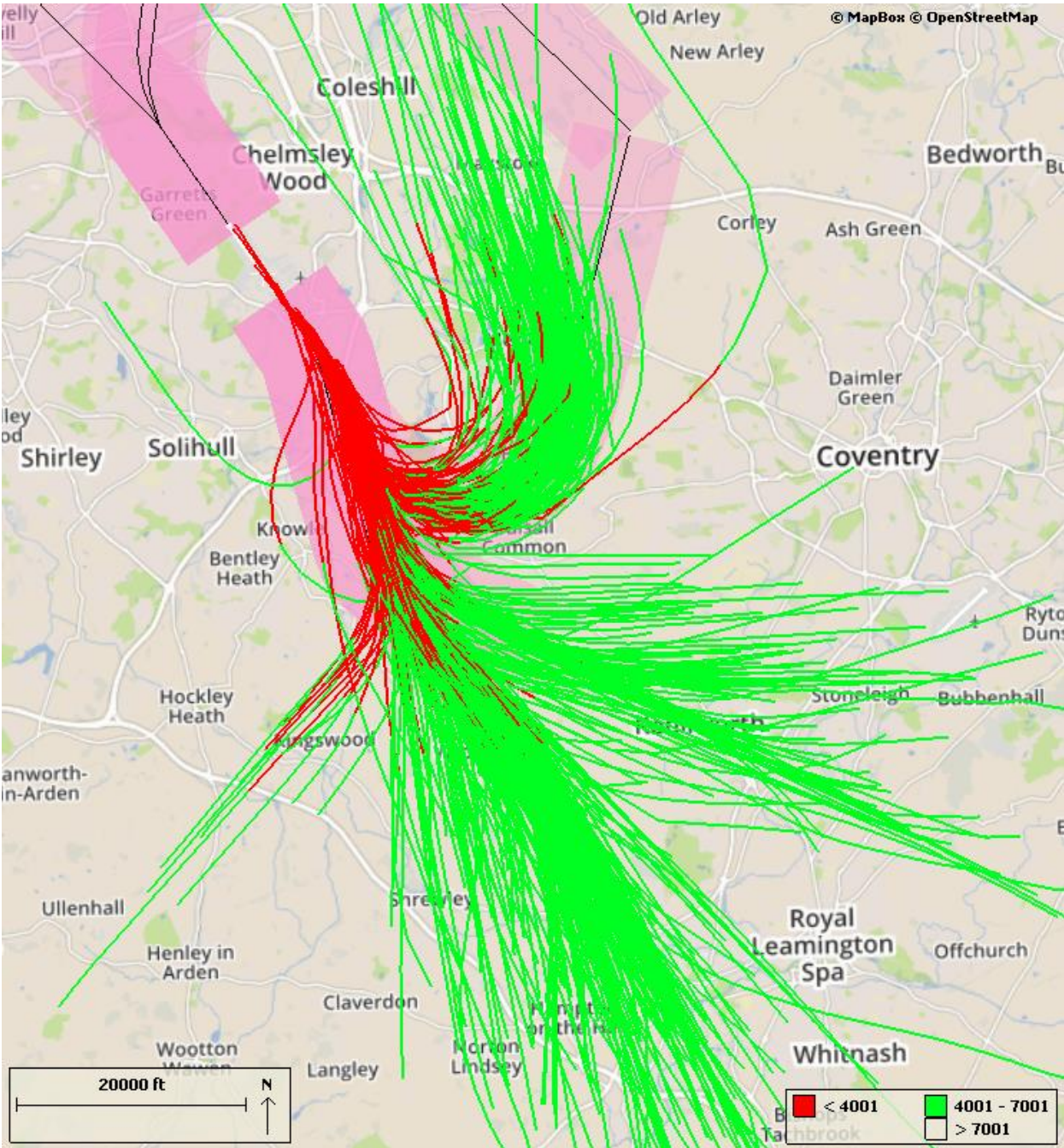
Traffic departing from runway 15 pre-implementation up to 7,000 feet. 22nd – 28th September 2013 (inclusive), 606 movements.



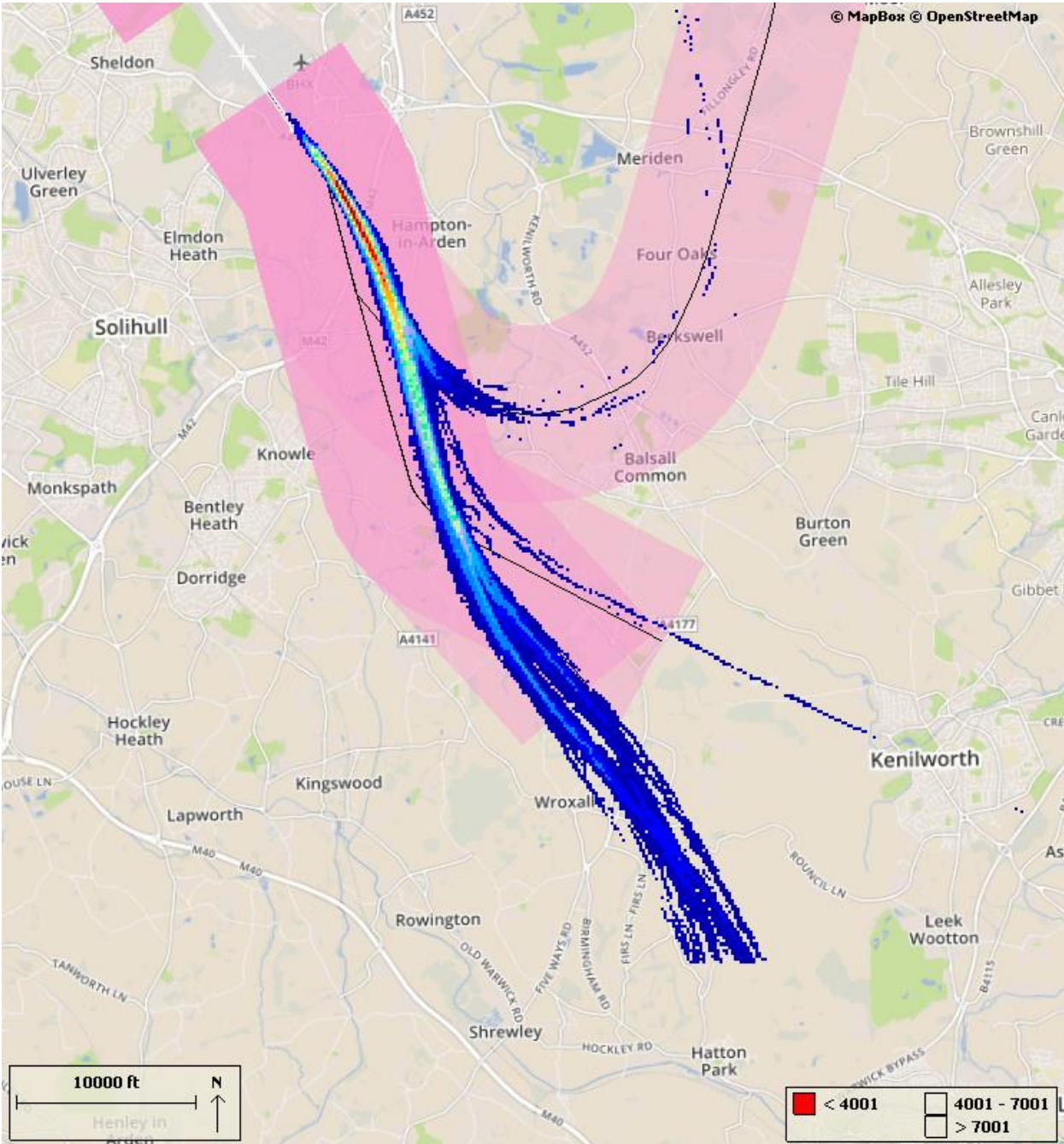
Traffic departing from runway 15 pre-implementation up to 4,000 feet. 22nd – 28th September 2013 (inclusive), 606 movements.



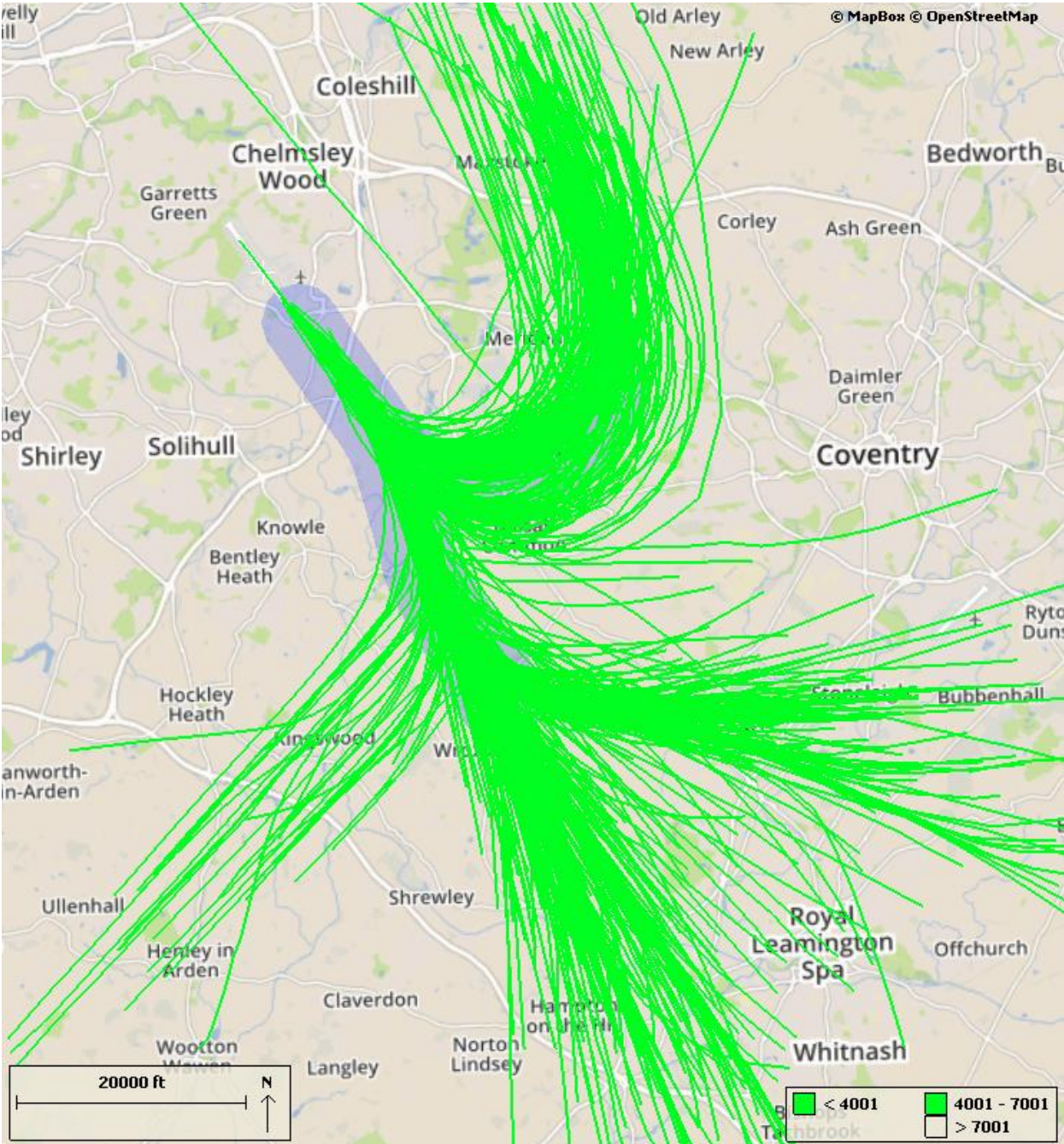
Traffic departing from runway 15 pre-implementation between 4,000 & 7,000 feet. 22nd – 28th September 2013 (inclusive), 606 movements.



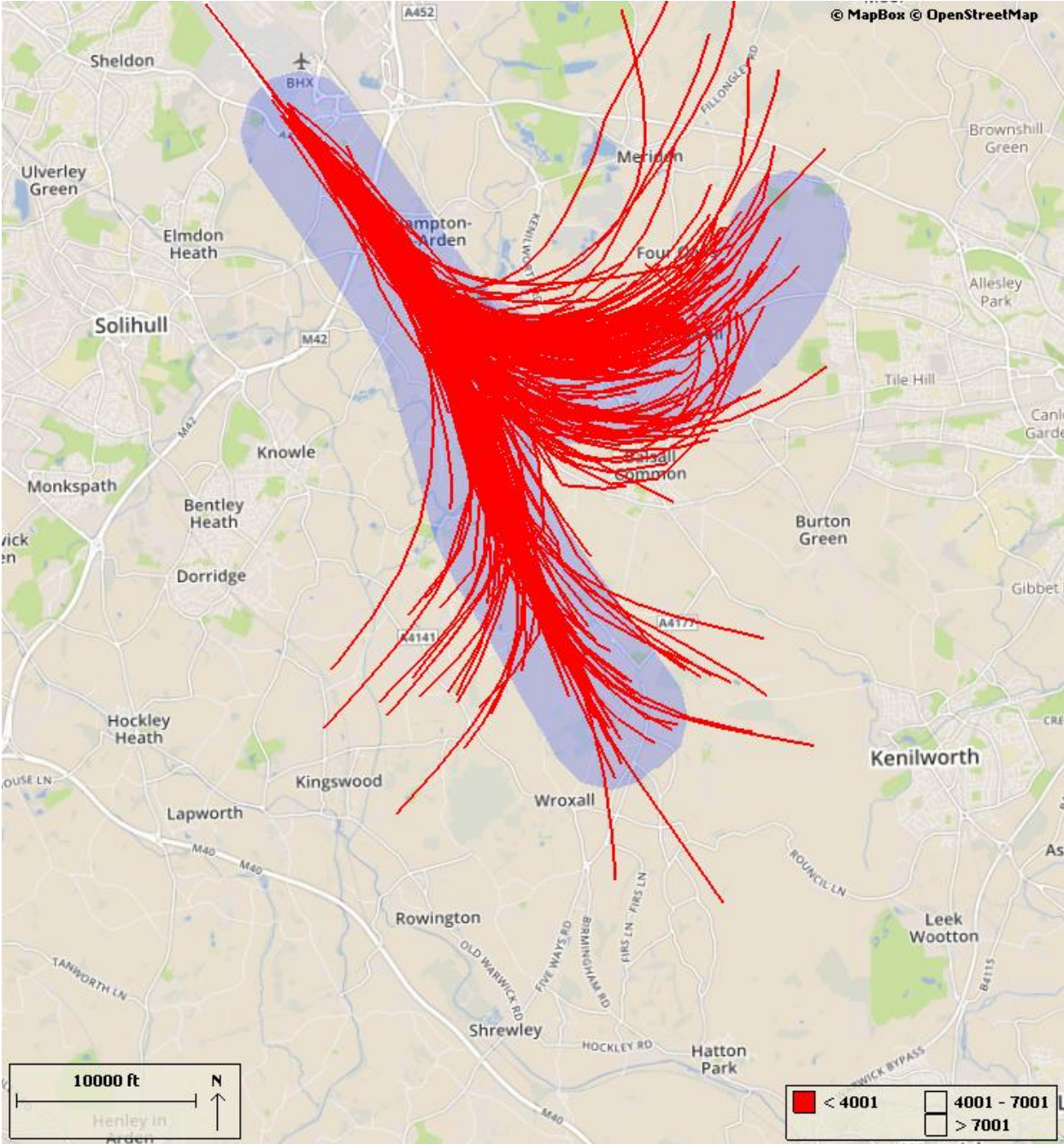
Track density for departing aircraft from runway 15 pre-implementation. September 2013, 606 movements.



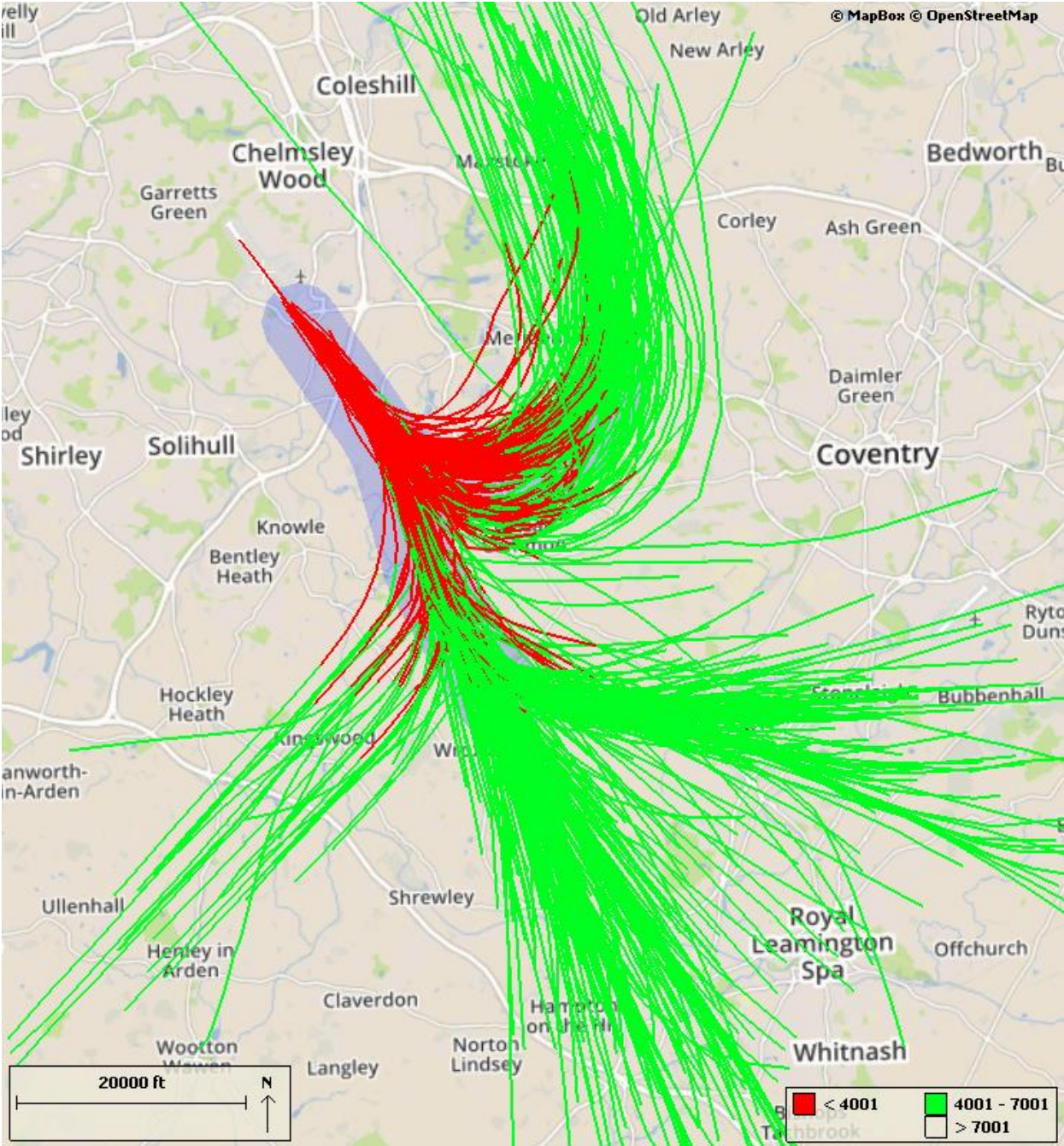
Traffic departing from runway 15 post-implementation up to 7,000 feet. 22nd – 28th September 2016 (inclusive), 673 movements.



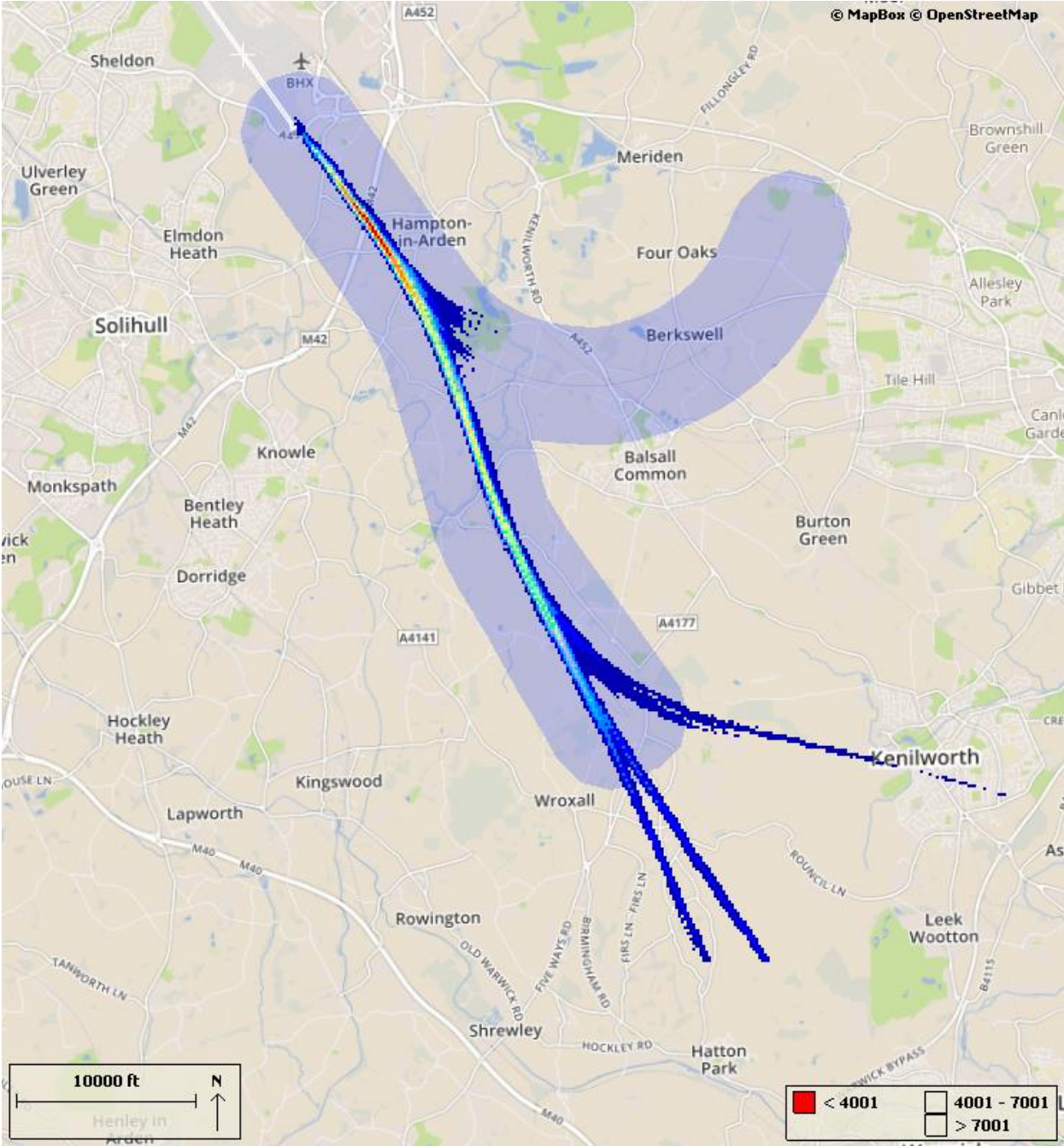
Traffic departing from runway 15 post-implementation up to 4,000 feet. 22nd – 28th September 2016 (inclusive), 673 movements.



Traffic departing from runway 15 post-implementation between 4,000 & 7,000 feet. 22nd – 28th September 2016 (inclusive), 673 movements.

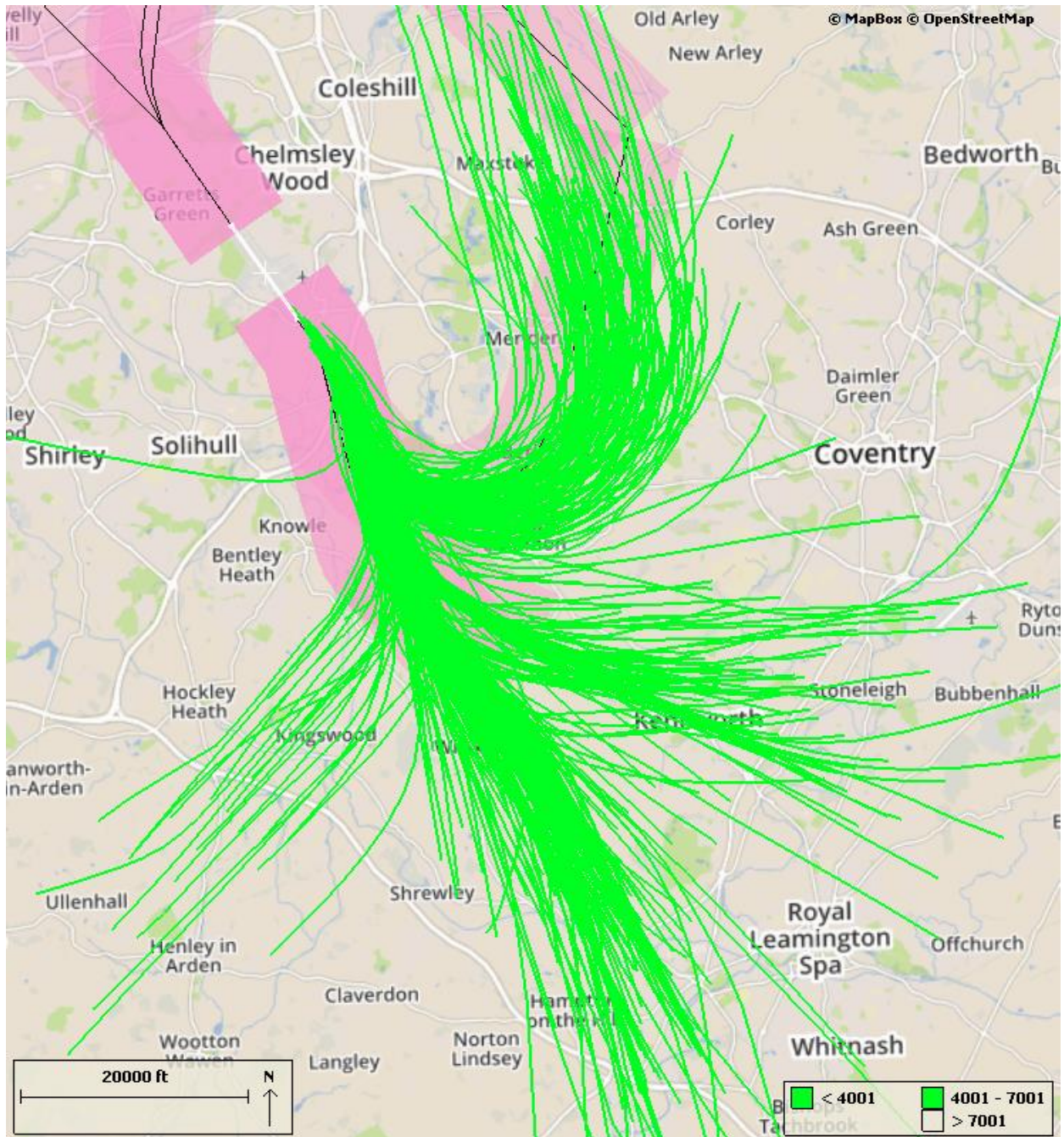


Track density for departing aircraft from runway 15 post-implementation. 22nd – 28th September 2016 (inclusive), 673 movements.

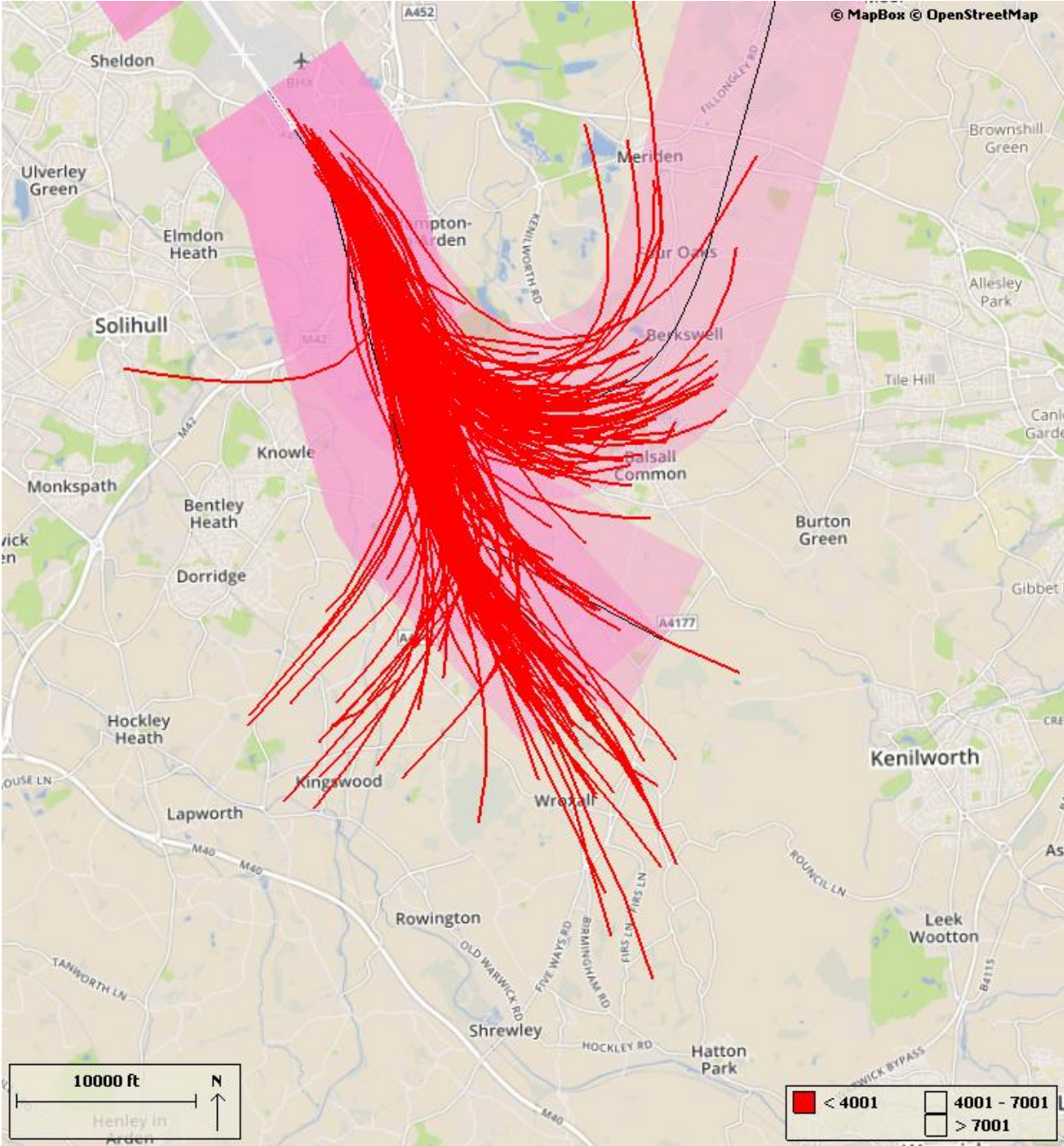


December

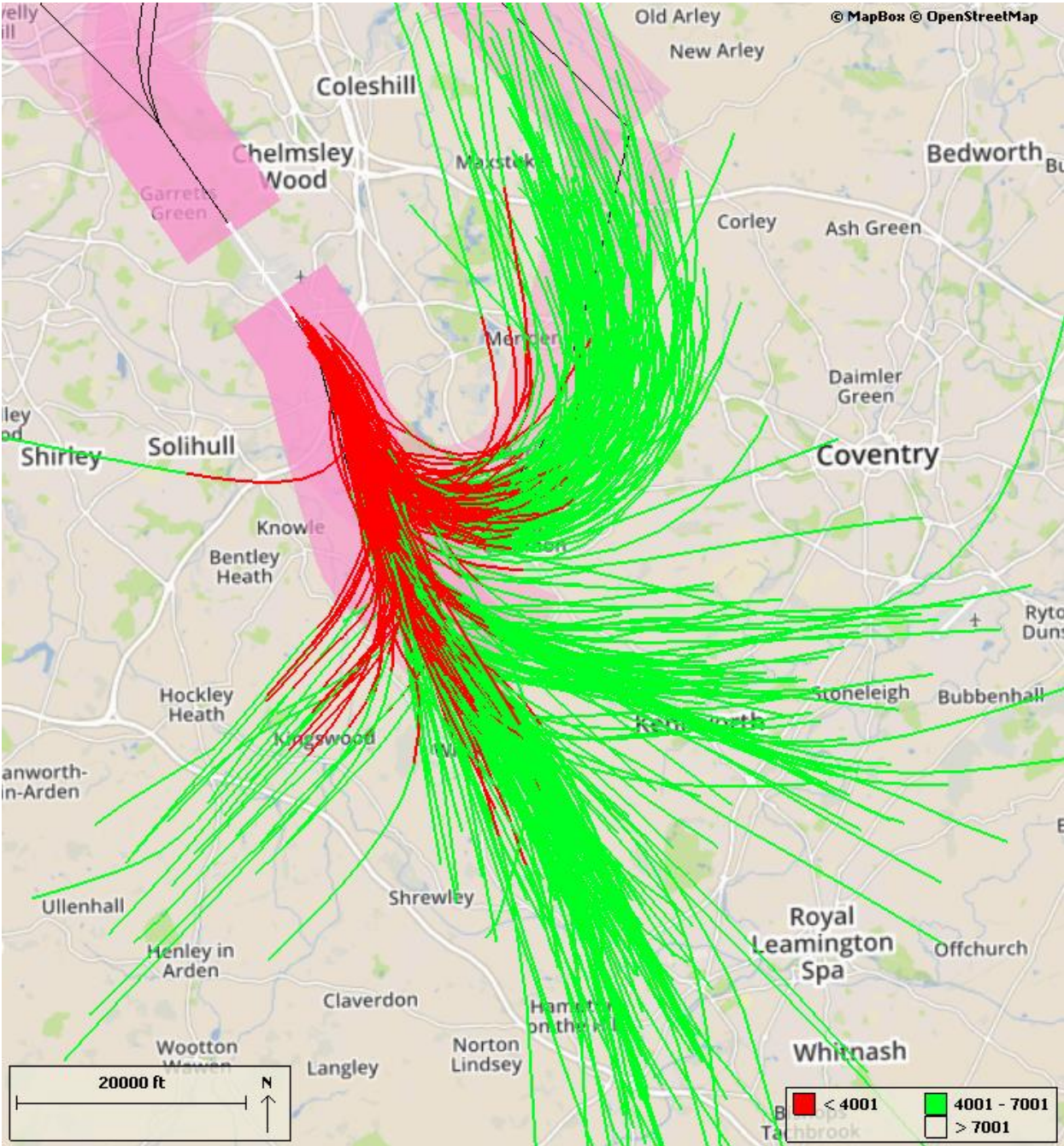
Traffic departing from runway 15 pre-implementation up to 7,000 feet. 22nd – 28th December 2013 (inclusive), 437 movements.



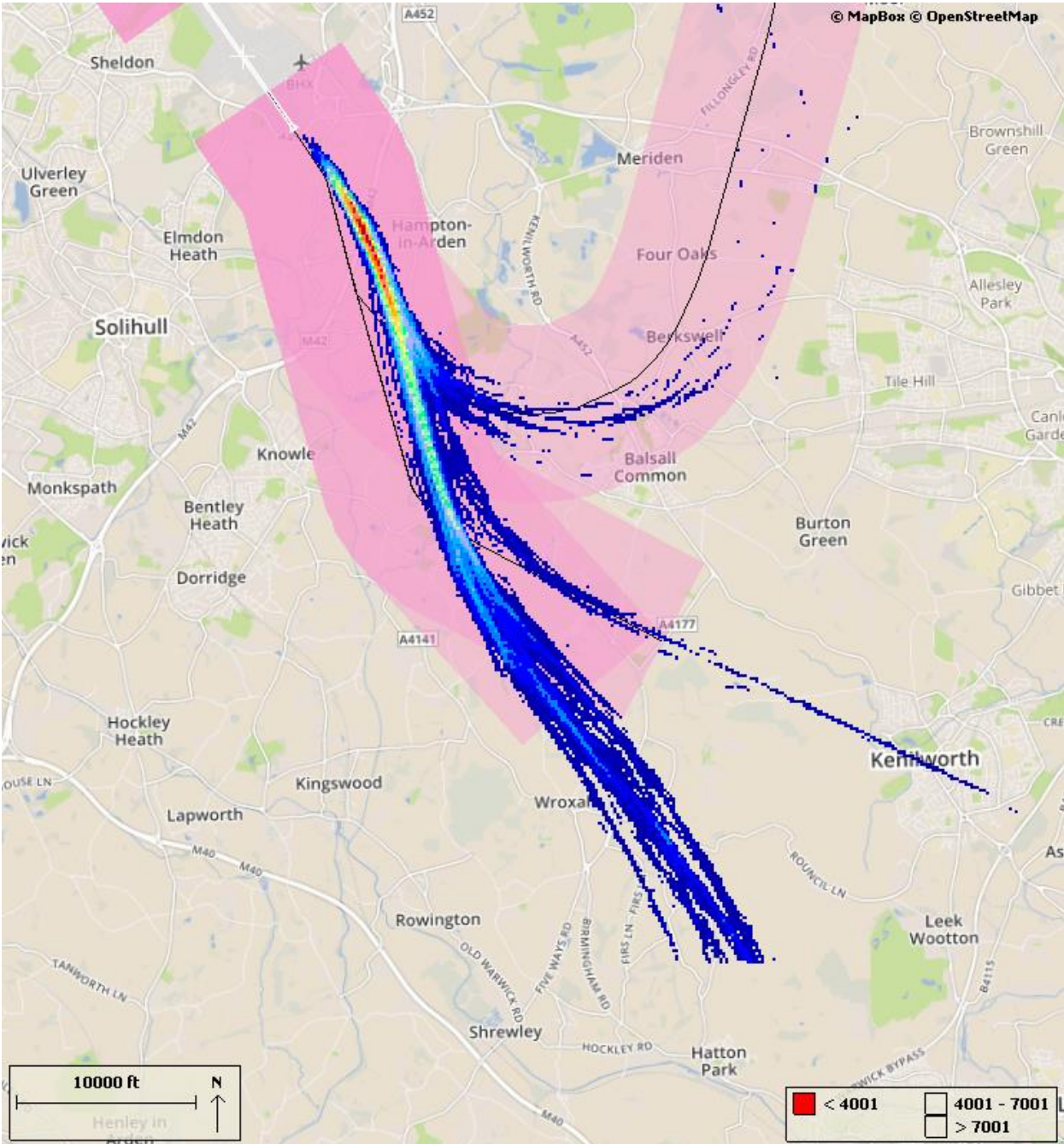
Traffic departing from runway 15 pre-implementation up to 4,000 feet. 22nd – 28th December 2013 (inclusive), 437 movements.



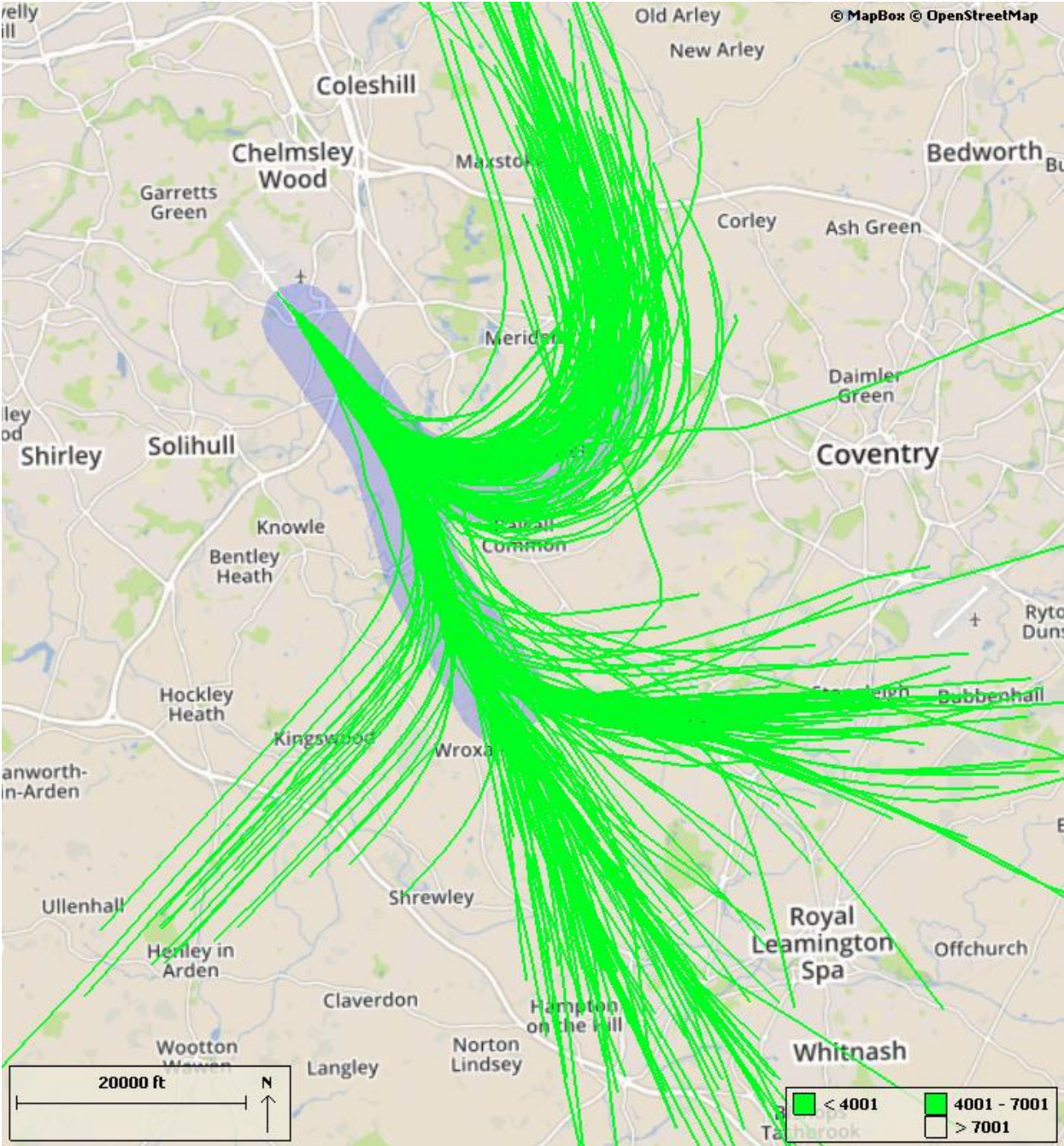
Traffic departing from runway 15 pre-implementation between 4,000 & 7,000 feet. 22nd – 28th December 2013 (inclusive), 437 movements.



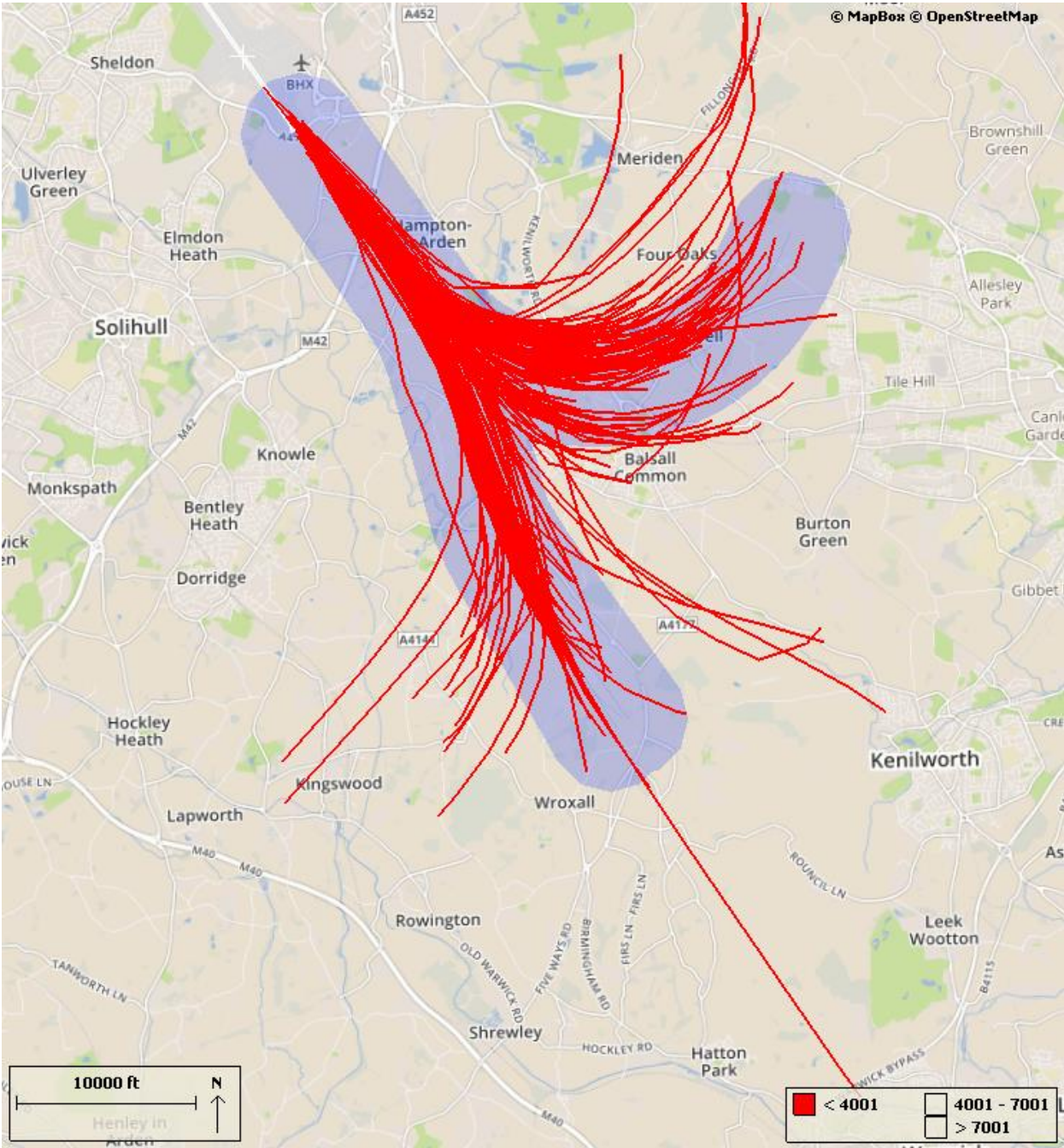
Track density for departing aircraft from runway 15 pre-implementation. 22nd – 28th December 2013 (inclusive), 437 movements.



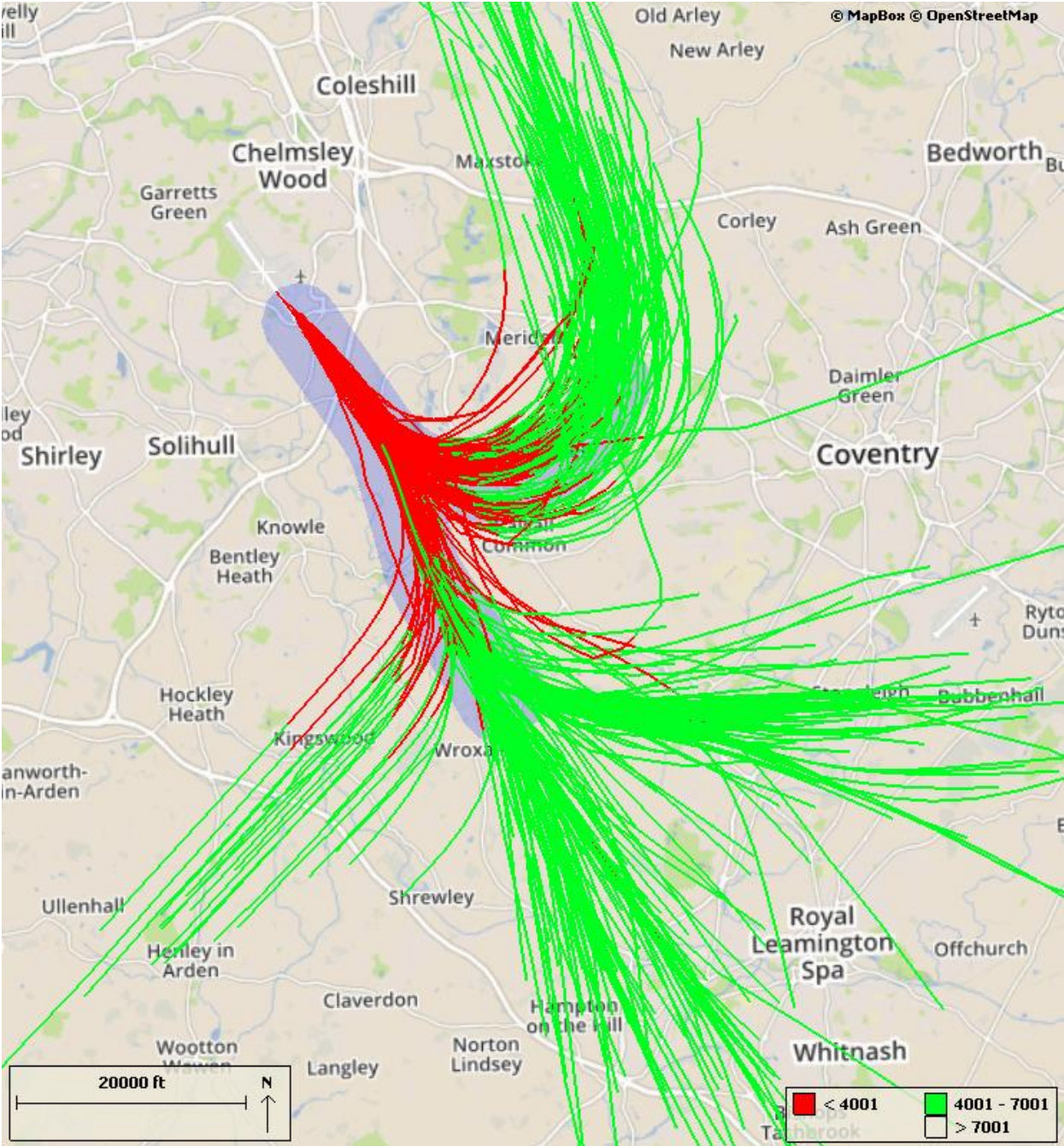
Traffic departing from runway 15 post-implementation up to 7,000 feet. 22nd – 28th December 2016 (inclusive), 365 movements.



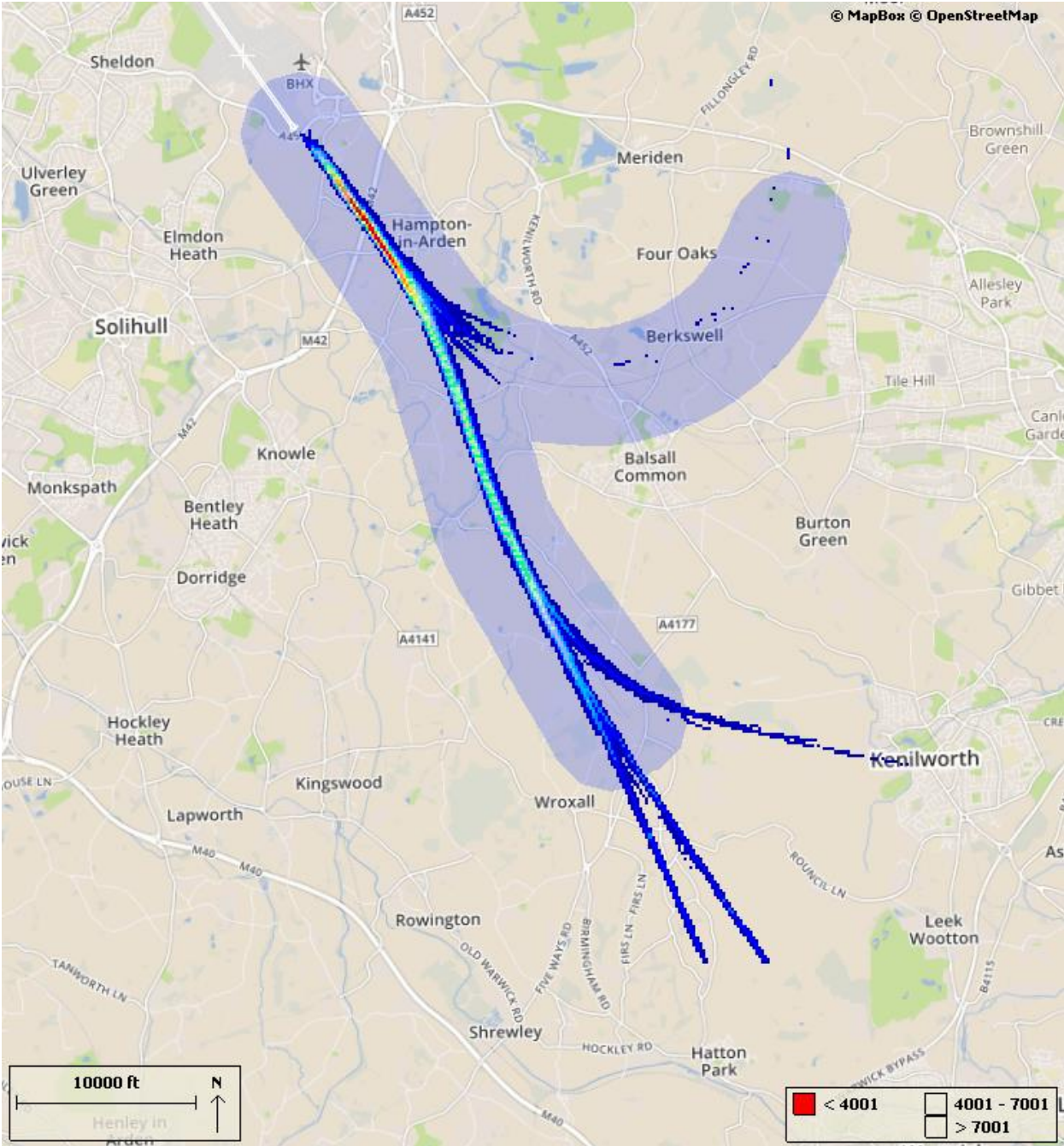
Traffic departing from runway 15 post-implementation up to 4,000 feet. 22nd – 28th December 2016 (inclusive), 365 movements.



Traffic departing from runway 15 post-implementation between 4,000 & 7,000 feet. 22nd – 28th December 2016 (inclusive), 365 movements.

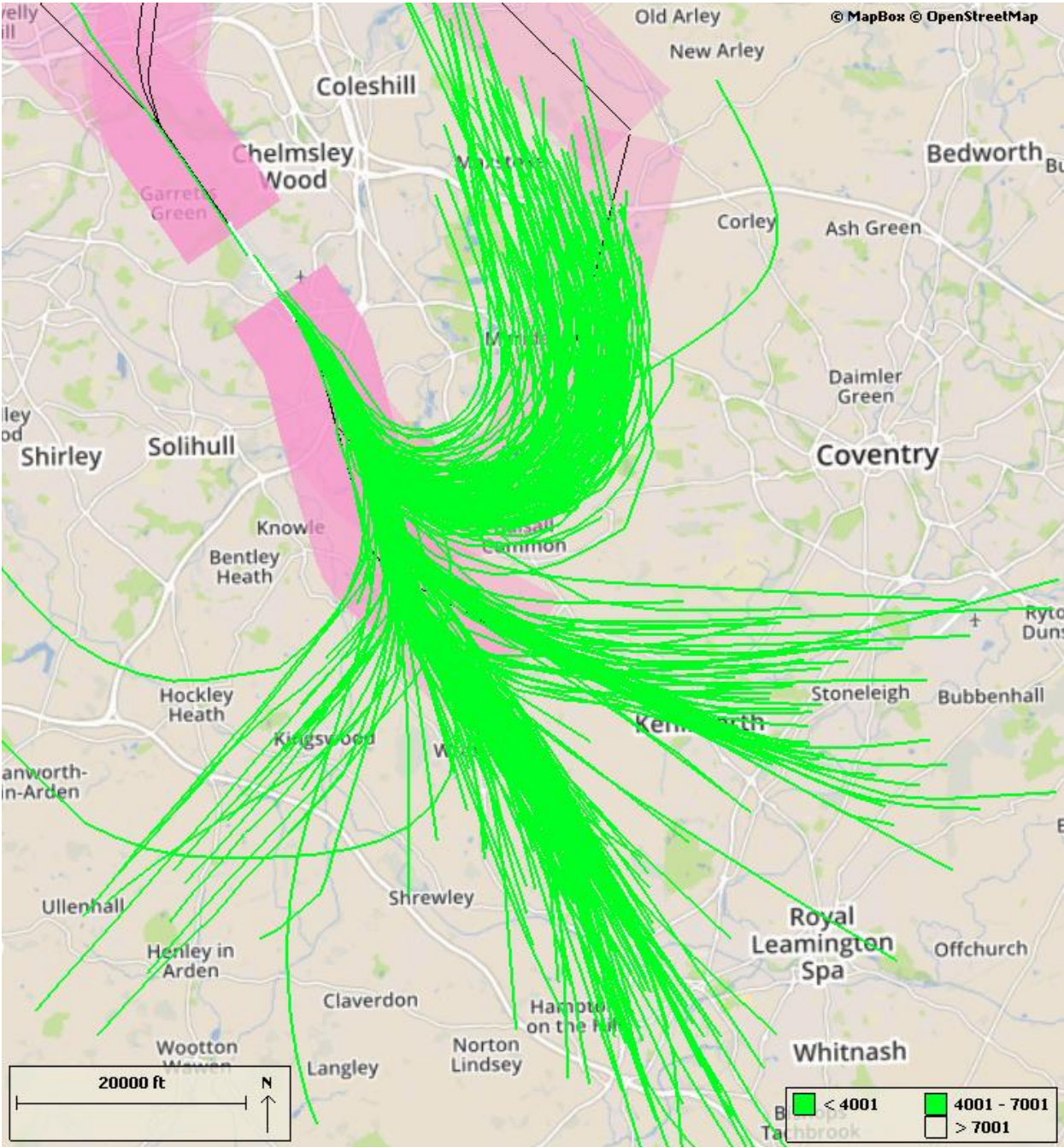


Track density for departing aircraft from runway 15 post-implementation. 22nd – 28th December 2016 (inclusive), 365 movements.

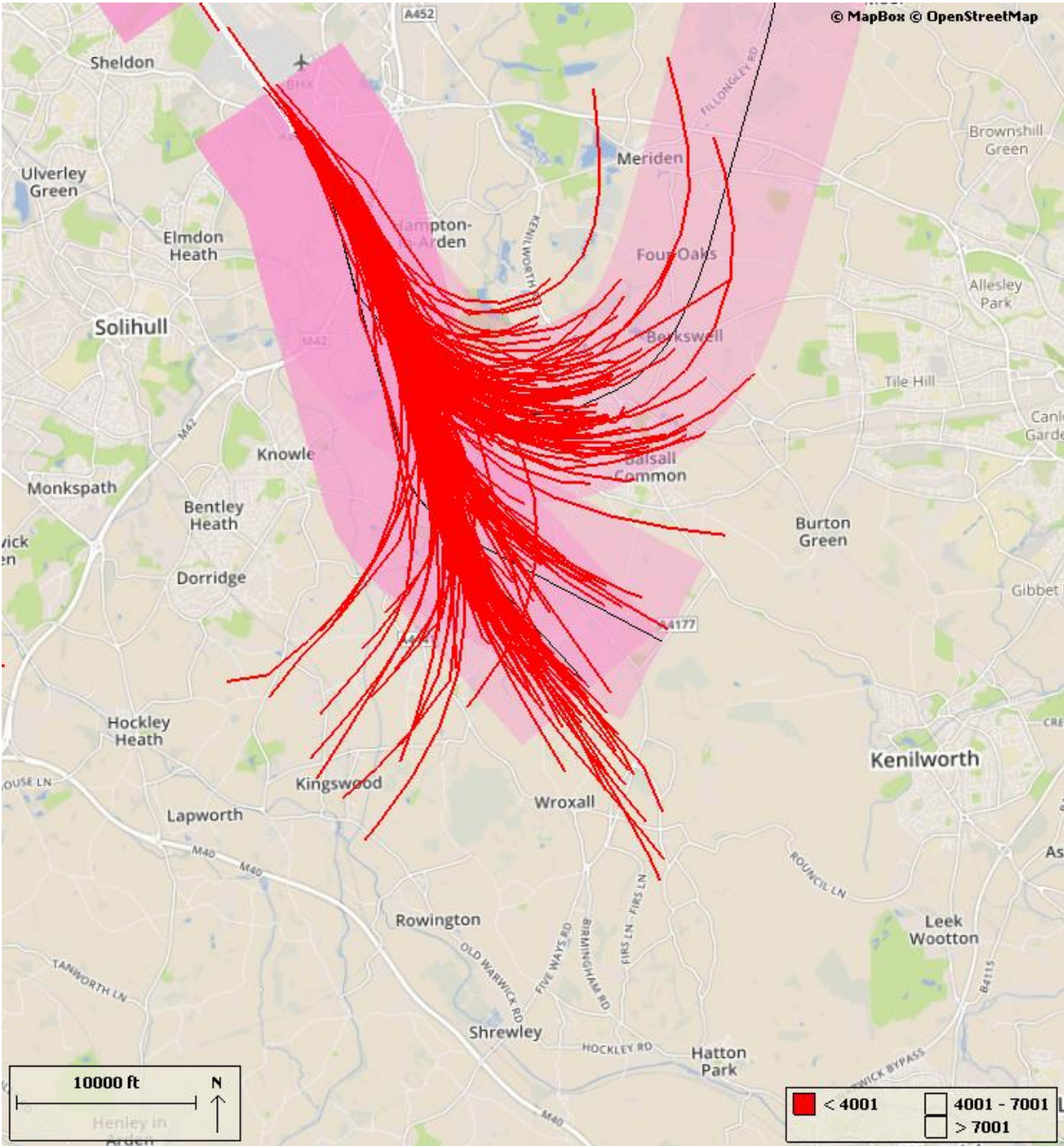


March

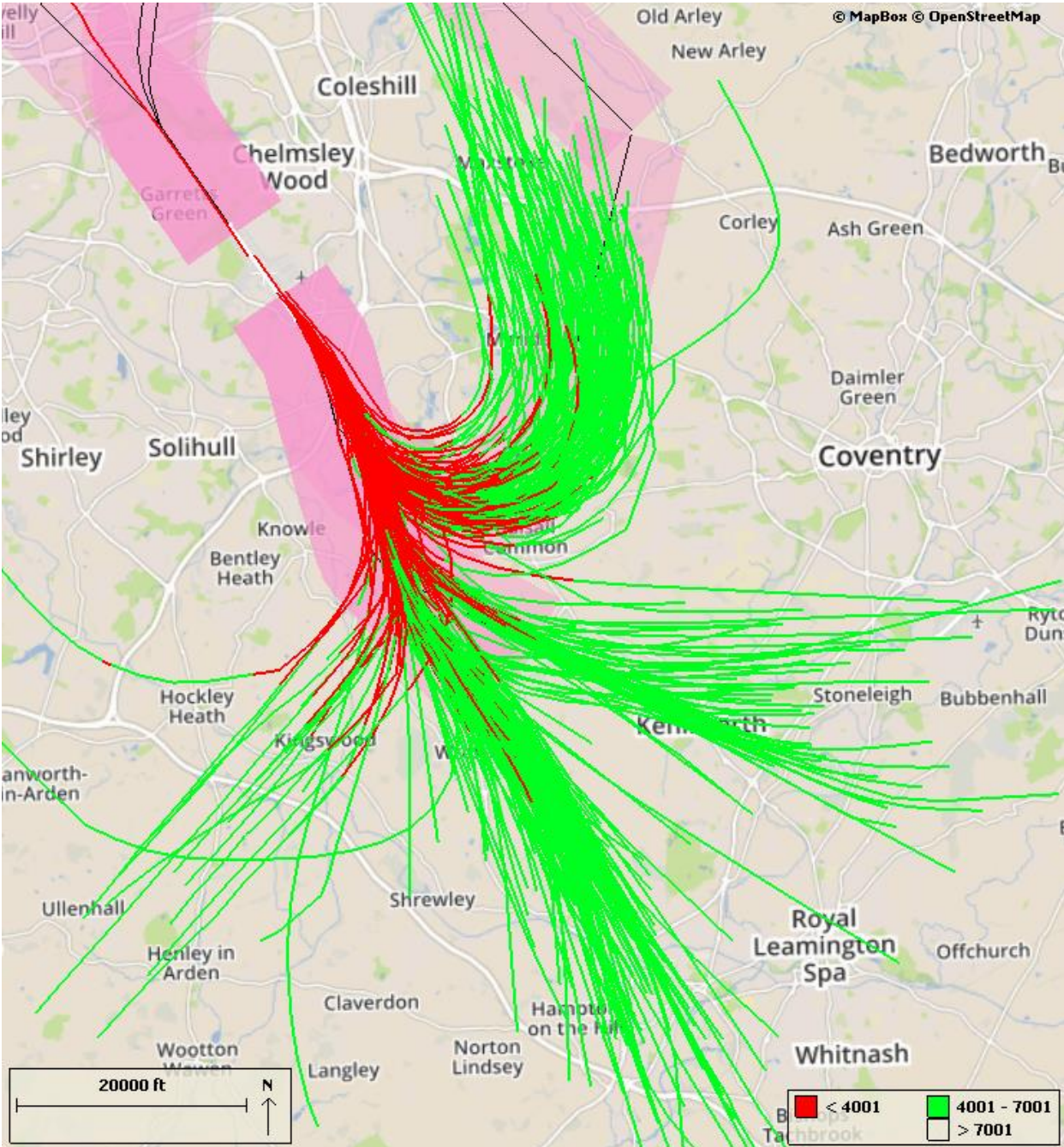
Traffic departing from runway 15 pre-implementation up to 7,000 feet. 1st – 7th March 2014 (inclusive), 387 movements.



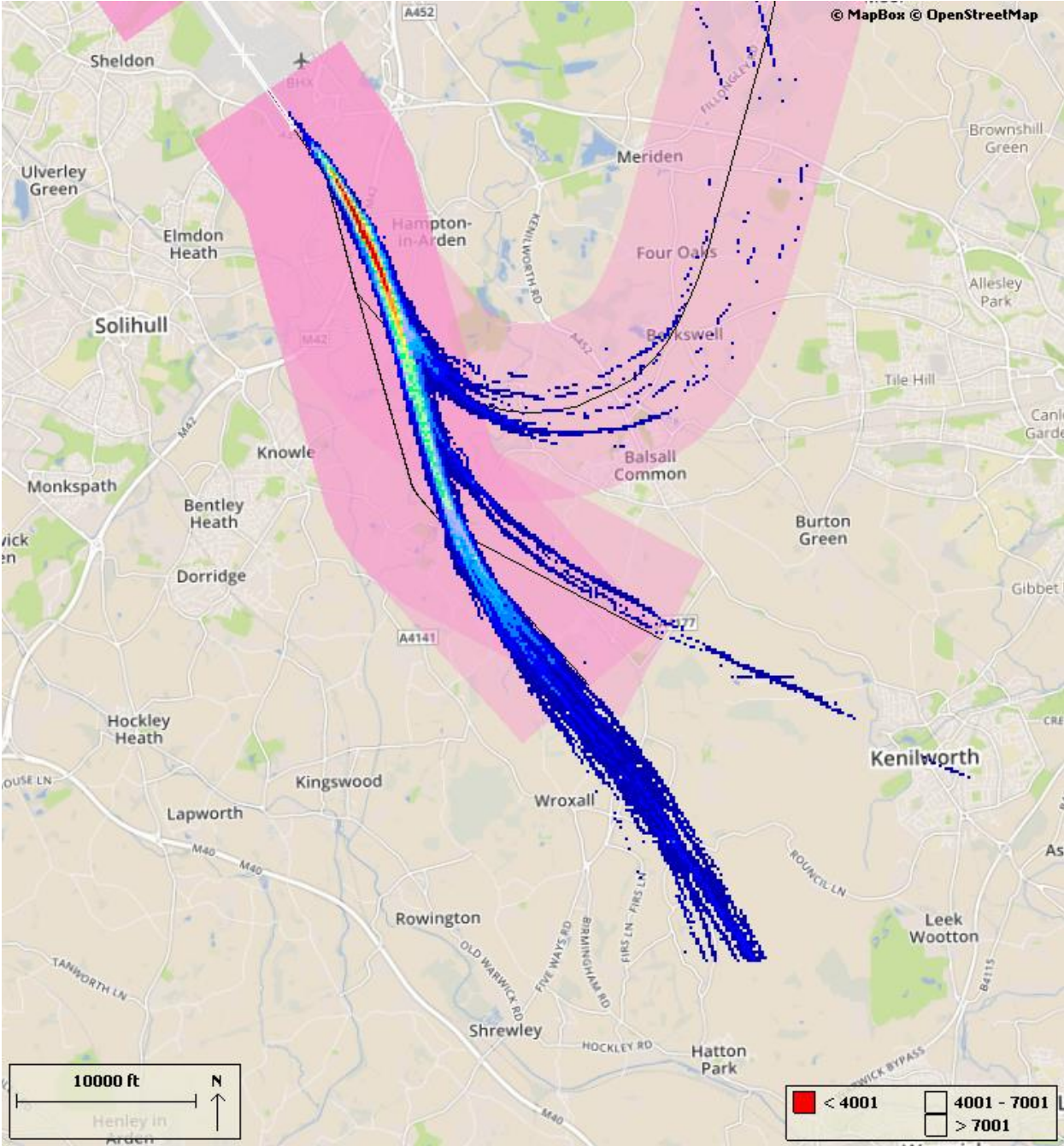
Traffic departing from runway 15 pre-implementation up to 4,000 feet. 1st – 7th March 2014 (inclusive), 387 movements.



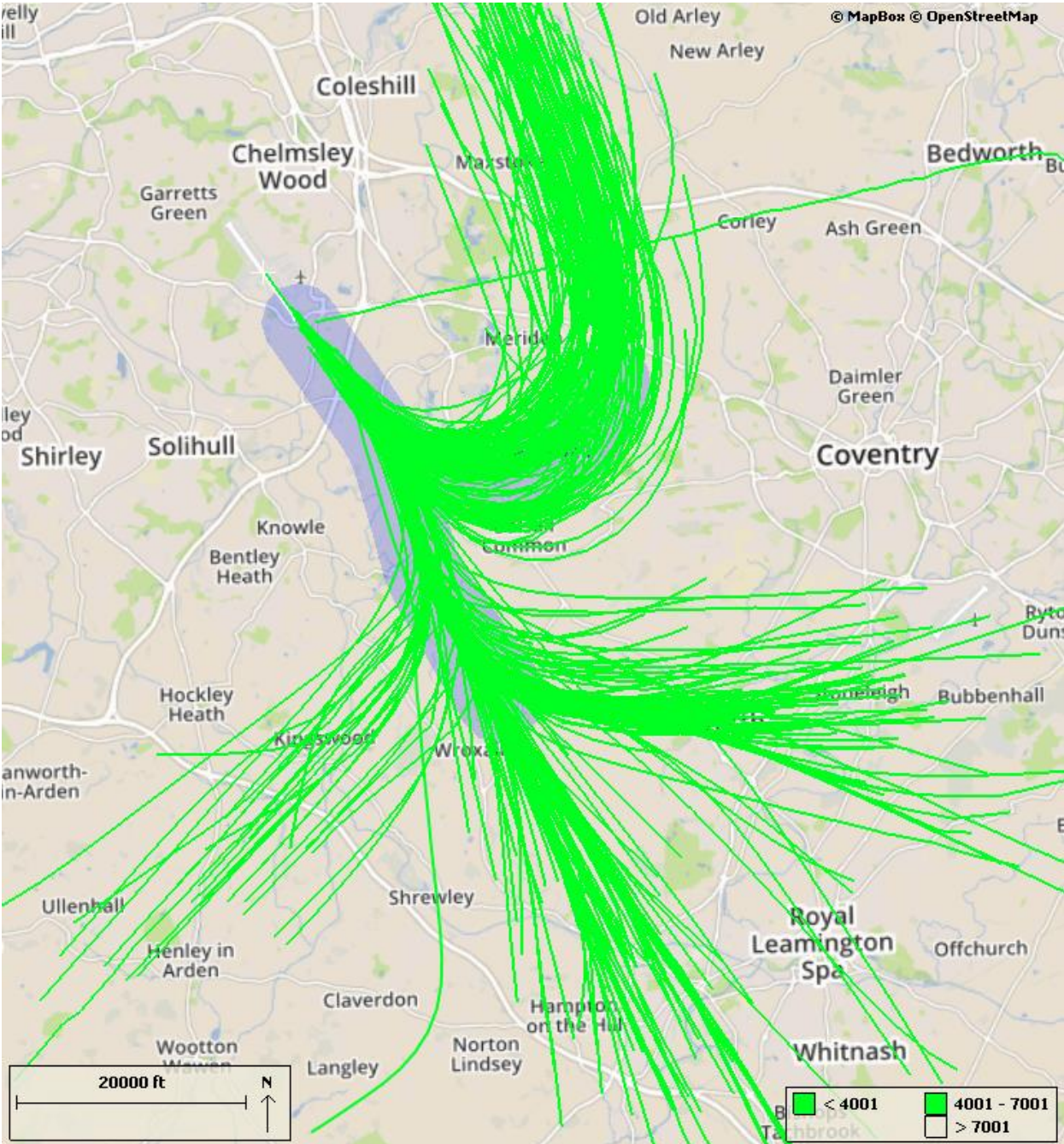
Traffic departing from runway 15 pre-implementation between 4,000 & 7,000 feet. 1st – 7th March 2014 (inclusive), 387 movements.



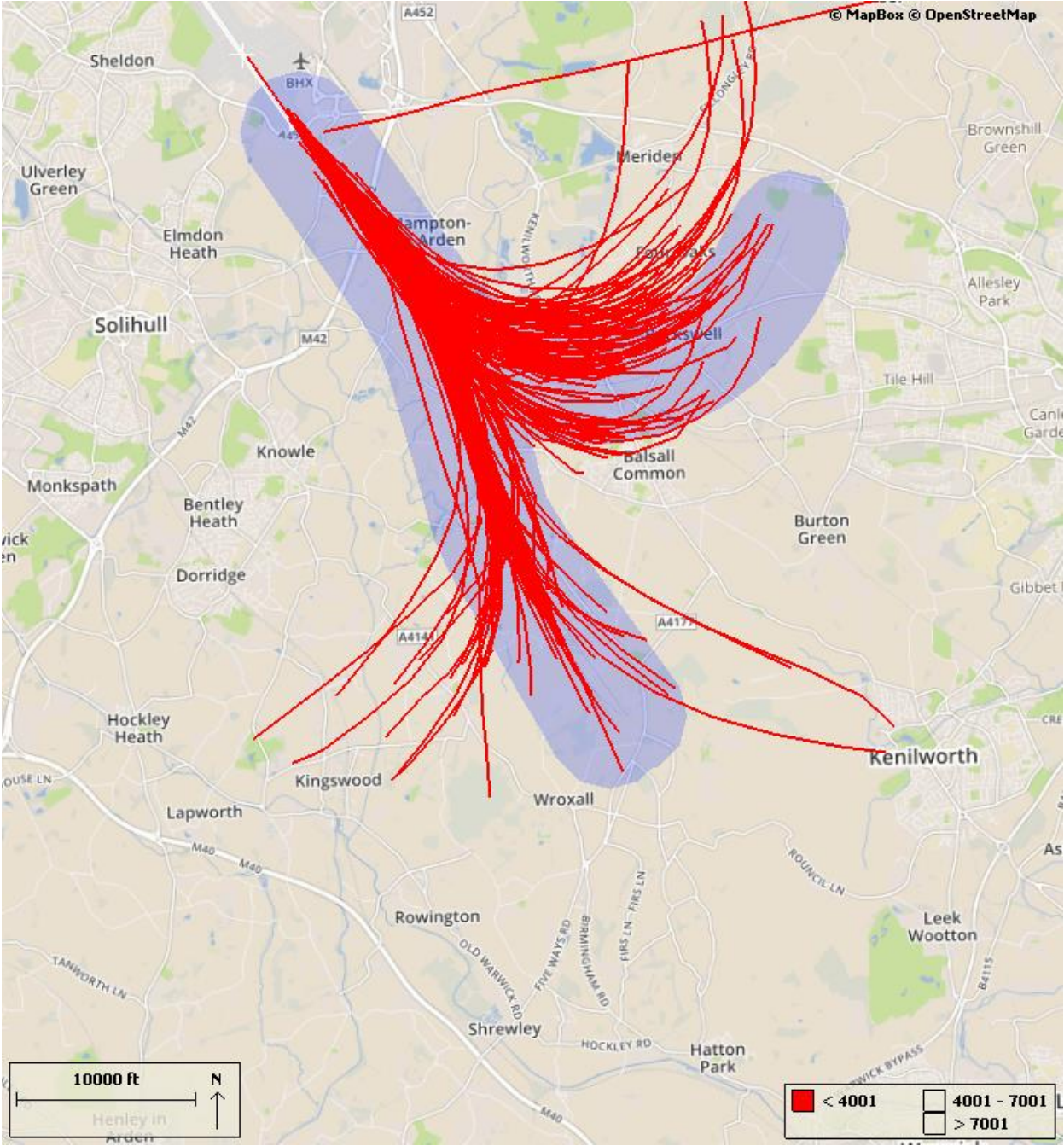
Track density for departing aircraft from runway 15 pre-implementation. 1st – 7th March 2014 (inclusive), 387 movements.



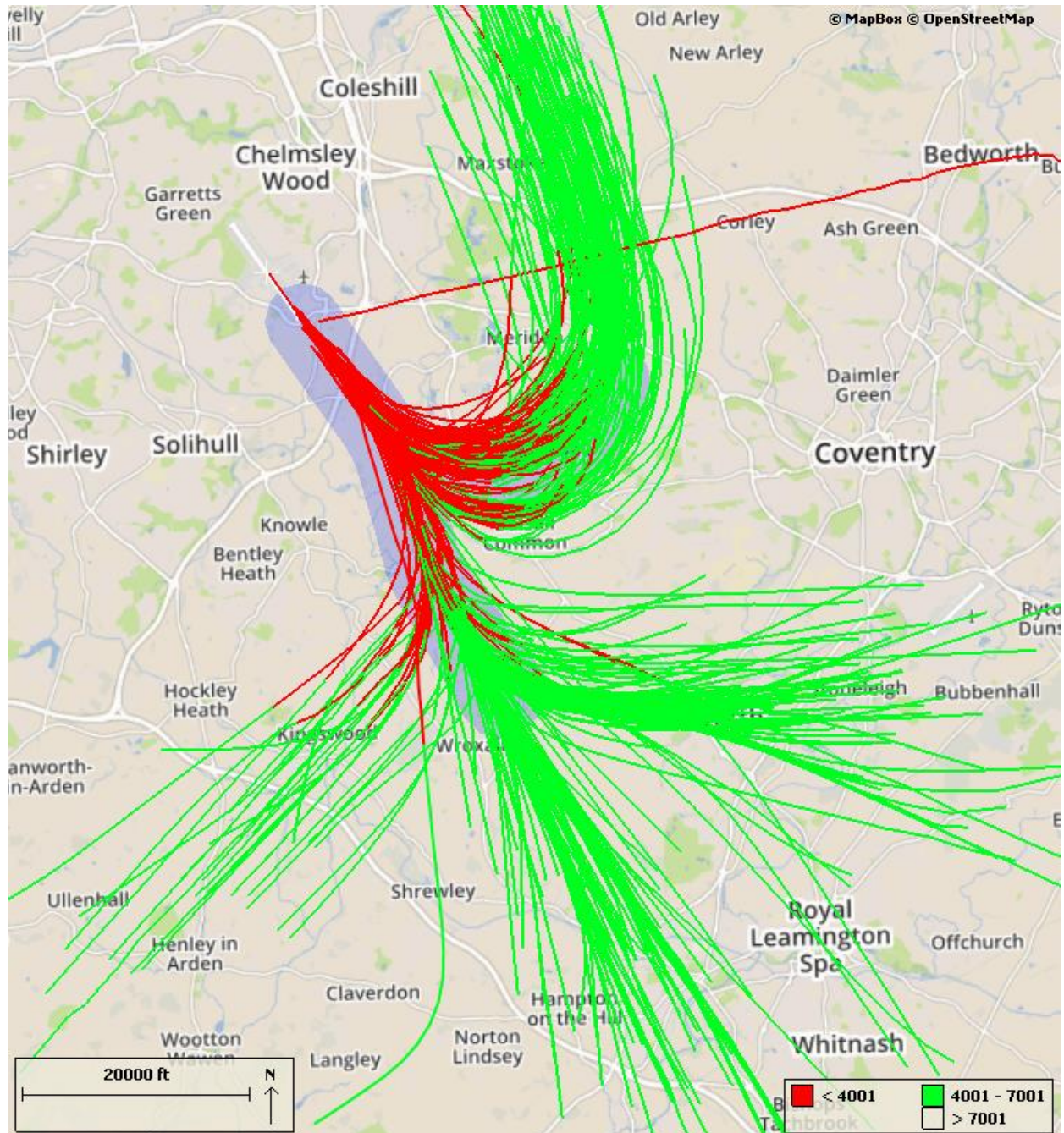
Traffic departing from runway 15 post-implementation up to 7,000 feet. 1st – 7th March 2017 (inclusive), 408 movements.



Traffic departing from runway 15 post-implementation up to 4,000 feet. 1st – 7th March 2017 (inclusive), 408 movements.



Traffic departing from runway 15 post-implementation between 4,000 & 7,000 feet. 1st – 7th March 2017 (inclusive), 408 movements.



Track density for departing aircraft from runway 15 post-implementation. 1st – 7th March 2017 (inclusive), 408 movements.

