APPENDIX A. WHAT DOES THE AIR TRANSPORT WHITE PAPER SAY ABOUT MY AIRPORT?

The following is a summary of what the Air Transport White Paper of 2003 says about named airports in England, Wales, Scotland and Northern Ireland. Much of this information is, by now, out of date, and readers should look at the ATWP itself for more detailed information. Nevertheless, it gives an indication of the scale of airport development expected in the UK in the next twenty-odd years.

ENGLAND
Birmingham International Airport
- BIA is the regional base for several airlines. It offers charter and long haul services
- By 2030 passenger numbers are expected to increase to about 32mppa to 40mppa, depending on the growth of the South East airports
- The capacity of the runway is about 20mppa, so construction of a second runway is advocated
- The number of people living within the 57dBA contour would rise with the forecasted increase from 35,000 (in 1999) to 81,000 by 2020 and significantly higher by 2030
- The new runway would have restrictions such as not allowing aircrafts with noise quotas greater than 0.5 and should not be used at night
- Models show that with the new runway, NO_2 emission would still be within the EU annual limit

Blackpool Airport
- Introduction of 'no frills' services has resulted in increased air traffic
- Increases in terminal and apron capacity as well as a runway extension would be needed to cope with further expansion

Bournemouth International Airport
- Future air traffic will heavily influenced by the provision of capacity in the South East. By 2030 Bournemouth could attract around 4mppa with one new runway in the south East, but less than 2mppa with two new runways.
- There is likely to be an increase in the number of people living within the 57dBA noise contour, with a total of about 3,000 by 2030
- Additional road access and improvements to the bus links may be needed

Bristol International Airport
- Largest airport in the South West of England
- Likely to grow from 4mppa to between 10 and 12mppa by 2030
- Beyond 8mppa, a second runway would be required on the south side, in addition to a runway extension on the east side and an extended parallel taxiway
- The number of people living within the 57dBA contour would increase from 1,000 to about 3,500 by 2030

- Improvements to road and public transport access to Bristol airport are advocated
- A new airport north of Bristol is not considered to be economically viable

Carlisle Airport
- Plans to invest in the airport so that it provides commercial services are underway and are encouraged. This would provide services to remote Cumbria.

Coventry Airport
- Caters for business aviation, air mail and some freight
- A planning application has been made for terminal development

Doncaster-Finningley Airport
- Planning permission for the development of a civil airport at the former RAF Finningley was granted in 2003

East Midlands Airport
- Introduction of 'no frills' services has resulted in an increase in passenger numbers. Further increase is expected from 4.5mppa to between 12 and 14mppa by 2030
- A relatively low number of people currently live within the 57dBA noise contour. This would rise to about 10,000 people, especially as air-cargo operations are at night when the background noise is much quieter
- Airport owners say that a runway extension may be necessary by 2020

Exeter International Airport
- Has planning approval for a new terminal and Skypark development

Gatwick Airport
- An agreement between West Sussex County Council and British Airports Authority that prevents the construction of a second runway at Gatwick is expected to stay in place, although an option for a wide-spaced runway after 2019 is kept open

Heathrow Airport
- Has high demand and is a 'prime driver of the economy of West London and Thames valley'
- It competes with other major continental airports in Northern Europe. Additional capacity would increase business investment and economic growth in London and the South East
- NO_2 levels around Heathrow are above EU regulatory limits
- Without improvements to public transport, more pressure will be placed on the already congested roads and rail networks

Humberside International Airport
- Forecast growth is from 0.5mppa to 1.6mppa by 2030, if additional runways are built in the South East
- Nobody is expected to fall within the 57dBA noise contour, therefore increases in passenger numbers are encouraged

Leeds Bradford International Airport
- Addition of 'no frills' services has brought rapid growth that is expected to continue increase from 2mppa in 2003 to 7mppa by 2030
- Runway extension and improvements to public transport and road access are encouraged
- This is expected to result in a small increase in the number of people affected by noise, and efforts to mitigate and minimise the impacts are encouraged

Liverpool John Lennon Airport
- Recent rapid growth at the airport has resulted in increased noise levels which will continue to increase. However the number of affected people would still remain relatively low
- Government encourages continued growth
- Further terminal capacity, expansion of the runway and improved surface transport would be necessary to accommodate the anticipated growth

Luton Airport
- Could grow from 10mppa to 30mppa and 240,000ATM before 2030
- Expansion of the airport would result in growth of the area as a result of employment
- Government supports the maximum use of a single full-length runway

Manchester Airport
- Largest airport in the UK outside the south-east; serves over 170 destinations
- Has two full-length runways and could manage a passenger throughput of at least 50mppa
- Proposed expansion of existing terminals, and possible introduction of a new terminal for passenger capacity of greater than 40-45mppa. A new terminal may involve land take outside the airport's boundary.
- By 2030, about 70,000 people could be exposed to noise if no noise improvements are made. Government supports continued growth of the airport and states that effort needs to be made to reduce noise levels and the number of people affected by it
- Manchester airport has recently concluded ground transport interchange as part of the plan to improve the public transport system in order to promote growth at the airport

Newcastle Airport
- This is the largest airport in the north-east.
- It is experiencing passenger increases with the introduction of 'no frills' and charter services. Passenger numbers are expected to increase from 4mppa to 10mppa by 2030
- To cater for the increase in passenger numbers, plans are in place to expand the terminal facilities and to extend the runway
- There is likely to be an increase in the number of people within the 57dBA noise contour, but the population affected would still be quite small
- Planning approval has been granted for the development of maintenance facilities at the 'South Side' of the airport and an Aviation Academy has been opened.
- Proposals have been put in for the improvement of surface transport

Newquay Airport
- Has experienced substantial growth due to 'no-frills' services to Stansted
- Terminal facilities may require relocation if airport operations continue to expand

Plymouth Airport
- Safety-related and surface enhancements are underway

RAF Cosford
- Potential use for commercial purposes depends on RAF's decision for spare capacity

Sheffield City Airport
- Scheduled commercial services no longer operate from this airport

Stansted Airport
- This airport has grown very rapidly and planning approval has been granted for up to 25mppa. Additional terminal capacity within the current airport site would be able to cater for up to 35mppa. Continued growth to the airport's present capacity is encouraged
- Expectations are that there will be strong demand for a second runway to cope with additional capacity
- Noise impacts from the airports are comparatively low
- Additional runway capacity is not expected to cause an increase in the NO_2 levels above the EU limit
- Surface access would need enhancement to cope with forecast passenger demand

Teesside International Airport
- Traffic has fallen in recent years, with fewer domestic flights
- The introduction of 'no frills' services is likely to double the current traffic (0.7mppa) by 2030
- Very few people are affected by aircraft noise
- A new access road, enhancement to the taxiway system, and extension of terminal capacity and runway length are encouraged

Wolverhampton Business Airport
- Would continue to serve business and general aviation

Other airports/airfields
- Business aviation services are catered for by Filton, Gloucester, Land's End Aerodome, Penzance Heliport, St Mary's Airport an Tresco Heliport
- There is growth potential in Southend, Lydd, Manston, Shoreham, and Biggin Hill Airports
- North Weald and White Altham have long-term potential for business aviation
- Alconbury airfield may become a niche airport or an aircraft maintenance facility

WALES

Cardiff International Airport
- Cardiff airport likely to remain the main airport in Wales with passenger throughput forecasted to exceed 5mppa by 2030
- To handle the forecasted increase, extension of the existing terminal building or construction of a new one are being considered by the airport operator
- Improved surface transport between Wales and England is important for the needs of air travellers
- Establishing South Wales as a Centre of Excellence for aircraft maintenance and training is advocated

SCOTLAND

Aberdeen Airport
- Growth is expected to rise from about 2.5mppa in 2003 to between 4mppa and 5mppa by 2030
- This is unlikely to lead to significant environmental impacts
- The existing terminal should be developed incrementally. There may also be a need for a runway extension.

Edinburgh Airport
- Forecasts are for more than 20mppa by 2030, and that Edinburgh Airport will remain the focus for express freight and flown mail operations serving Scotland
- Government believes that there is a good economic case for a phased development of additional runway capacity, including extension of the existing runway and construction of a second runway around 2020
- Traffic on nearby roads could become a major concern in the medium- to long-term unless action is taken. Beyond 2015 there may be a need to improve the capacity of the strategic road network.

Glasgow International
- Demand is expected to double by 2030, to around 15mppa
- Substantial development of terminal and airside facilities would be required, including doubling or more of present terminal capacity, but there is no predicted need for a second runway
- Noise impacts are likely to increase: 35,000 people would be within the 57dBA noise contour in 2030 compared with 25,000 in 2003
- Improvements to surface transport infrastructure would be needed

Glasgow Prestwick
- The airport is expected to grow rapidly, and could handle 6mppa – three times as much as in 2003 – by 2030
- This is not expected to cause significant local environmental impacts
- Terminal and support facilities should be developed to accommodate the likely increase in passenger and freight numbers
- Rail services between Glasgow and the airport may need to be improved

Other Scottish airports

- Dundee, Highlands and Islands, Inverness, Sumburgh, Kirkwall and Stornoway are all likely to expand operations and may require some extension of existing terminals and/or runways
- Small-scale improvements may also be required at other airports

NORTHERN IRELAND

Belfast City Airport
- Potential of air passengers to slightly exceed 4mppa by 2030
- Airport faces considerable constraints such as the length of its runway and planning controls (e.g. no more than 45,000 air traffic movements or 2.2mppa per year, early evening and night scheduling curfews)
- Northern Ireland authorities advised to review the form of the planning agreement so that economic benefits can be increased without corresponding environmental disbenefits if requested by airport operator to do so

Belfast International Airport
- Forecasted increase from 4mppa to 8-9mppa by 2030
- Serves the 'no frills' and charter markets, and is the major airport for freight and flown-in mail for Northern Ireland
- Space within the airport boundary is sufficient to accommodate development within and beyond the forecasted increase in passenger demand

City of Derry Airport
- The airport is owned by the public and serves the north-west of the island of Ireland
- Has potential to develop markets for more routes than it currently provides services for
- Proposals for runway extension are under consideration