

Belfast City Council

Report to: Development Committee

Subject: Consultation: DFT - Draft Aviation Policy Framework

Date: 16th October 2012

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1.1 Council has been asked to respond to the Department for Transport's Draft Aviation Policy Framework. The framework sets out how the Government wants the aviation sector to be a major contributor to the economy, and how it can support growth while maintaining a balance between the benefits of aviation and its costs, particularly climate change and noise. 1.2 We previously responded to a scoping exercise and are concerns at the time have been addressed in the proposed framework.

The framework is in 6 parts:

1.3

- Chapter 1: An Executive summary
- Chapter 2: Aviation's contribution to the UK economy
- Chapter 3: Climate change impacts
- Chapter 4: Noise and other local environmental impacts
- Chapter 5: Working together
- Chapter 6: Planning
- 1.4 A copy of the framework is attached in the appendix and full details are online: http://www.dft.gov.uk/consultations/dft-2012-35/
- 1.5 We received the consultation details on 26/7/12 and have to reply by 31/10/12. Copies of the framework were sent out to all departments and information from officers across council, particularly Environmental Health, have been included in the draft response in the appendix.

2	Key Issues
2.1	There are a number of specific questions on the consultation. However, responses
	are not required around the question of UK and International connectivity. There

will be an opportunity later during the year to comment on what, if any, new airport capacity may be required to meet the needs in the medium and long term. However, due to the importance of connections from Belfast to London, reference is made in the draft consultation response.

- 2.2 No mention is made of the issues caused by the different tax rates applied in Dublin and Belfast. The draft consultation response therefore repeats the points made in the previous scoping exercise.
- 2.3 Most of the framework is focused on the areas of greatest air traffic and investment, which are the airports in the South East of England. Although there is also a move to lessen the pressure on the South East by exploring opportunities for regional airports, including Northern Ireland (page 8, 27, 34).

Reference has been made to Northern Ireland in the framework. In particular:

- The importance of air connectivity is recognised (page 18, 25, 26, 27, 30, 33 & 34).
- There is recognition that high speed rail connectivity cannot play as big a role for Northern Ireland (page 33).
- It is proposed that bilateral partners should be offered unilateral open access to UK airports outside the South East on a case-by-case basis (page 29 & 30).
- Noise Action Plans (page 51)

The document references Masterplans. These are Airport Masterplans and should not be confused with City Masterplans such as BCC's Masterplan.

Resource Implications There are no resource implications attached to this report.

4	Equality and Good Relations Considerations		
4.1	There are no Equality and Good Relations consideration attached to this report.		

5	Recommendations
5.1	Members are asked to approve the draft BCC response to the consultation and
	raise any additional issues, relating to the consultation document, that they would
	like to be included.

6	Dec	cision Tracking	
Time	line:	31st October 2012	Reporting Officer: John McGrillen

7 Documents Attached

Appendix 1 "Draft Aviation Policy Framework." Department for Transport July 2012. Appendix 2 "Consultation Draft Response DFT Aviation Framework"