



City of Derry Airport Draft Master Plan Summary Document

November 2012



Foreword

By Roy Devine & Sharon O'Connor



We are delighted to publish our Draft Master Plan setting out our vision for the future development of City of Derry Airport (CoDA).

Wide Ranging Consultation

This is not a definitive document – rather it sets out our ideas and aspirations for the future with a view to stimulating debate and generating ideas. I am sure that we will be asked questions and presented with alternative views to consider before we adopt the Master Plan as a firm statement of intent.

We want to grow and develop an airport that reflects the unique character of the region it serves. Therefore, following adoption of its Master Plan, the Airport will seek further contributions and suggestions about how we can develop a terminal and other facilities to capture the culture, heritage and nature of the region.

Our airport is an increasingly popular gateway to both Northern Ireland and the Republic of Ireland, and offers a speedy alternative to road travel to the airports in Belfast and Dublin. Since purchasing the airfield in 1978, with a view to improving the transport infrastructure for the North West of Ireland, Derry City Council has been fully committed to its growth and, now, is beginning to realise the significant impact on the regional economy envisaged by the Council when they acquired it.

The Master Plan sets our vision for the development of the Airport as a transport gateway for the North West of the island of Ireland. It presents a range of improvements and enhancements to the existing facilities that we wish to develop to meet this vision.

Alongside the Master Plan, CoDA has undertaken a detailed business plan to fully explore and understand the potential of the Airport and its surroundings. This Master Plan is a spatial representation of the outcomes from the business plan. The environmental impacts of the proposals have also been assessed and are presented in summary within this document. CoDA and the Council aims to ensure that, along with growth, the Airport delivers the widest possible economic and social benefits to local communities and the north west region.

Increased Employment/Investment

In 2011 the Airport was estimated to support nearly 400 full time direct and indirect jobs; and the number of people directly employed at the Airport will play an increasingly important role in the social and economic fortunes of the region – providing, supporting and safeguarding jobs (many requiring high quality skills). The airport currently contributes £14.5 million of Gross Value Add to the region and this is forecast to rise to £35 million by 2022.

We have proposed this plan so that our stakeholders, owners and planning authorities can help shape and protect one of the most significant generators of economic activity in the North West of Ireland

In addition to describing how the airport will satisfy the demand for air travel to and from the north west and how it will support the region's vitally important tourism industry, the plan sets out our determination to maximise the social and economic benefits that a thriving regional airport brings to the local population and area.

Mitigating the Impacts of CoDA's Growth

At the centre of this plan is an emphasis on carefully managing CoDA's relationship with local communities ensuring that the Airport manages its relationship with the environment and is sustainable. CoDA will protect its neighbours from our growth whilst managing our wider impacts on the environment.



New Destinations

Over the last few years the Airport has been one of the fastest growing in the UK and has become an important gateway and a key asset for the north west. In 2011, the airport handled more than 400,000 passengers and we are determined to develop CoDA as the 'Airport of Choice' in the north west - helping local people, businesses and visitors avoid the long and unreliable surface journeys to airports elsewhere. To achieve this requires the Airport to grow its portfolio of more than ten destinations to other parts of the UK and Europe. We anticipate this choice will grow to include a more extensive European network. We will also look to increase inbound tourism to the region to benefit the local economy and grow visitor numbers to the North West.

In addition to providing for growing demand for air transport, the Plan safeguards the interests of private and corporate aviation.

No New Runway

Despite the forecast growth in aircraft movements, the Plan identifies no need to build new runways or to extend the existing one.

More Passenger Journeys

We believe that by 2030 approximately 1.2 million passenger journeys will start or finish at CoDA. Accommodating this level of demand with facilities that reflect the qualities and standards of service sought by the region will require capital investment.

Local Emphasis

Derry City Council also sees the Airport as a potential location for high profile business development associated to the Airport. The development of a strategic business park will help to attract significant investment into the region, reinforcing Derry's role as a key driver of the Northern Ireland economy.

CoDA is determined to develop for the benefit of the people it serves and we hope that local communities, businesses, organisations and individuals will engage in the debate about how it will develop in the future.

CoDA has an effective Airport Consultative Committee, which regularly meets to represent the interests of local communities and airport users. In addition to this, further engagement is being sought from across the wider region to help ensure that the Airport can grow in a sustainable way, reflecting the green ambitions

of the region whilst still delivering long term economic benefits. We are very keen to take account of the views of those with an interest in the growth of CoDA including local communities, business and tourism, agencies and representatives of local and regional government.

I therefore invite you to consider this Master Plan and its supporting documentation, and recognise that a comprehensive development approach to the Airport and its environs is crucial to the forward planning of the A2 Campsie Corridor and the region as a whole.

It is intended that after the consultation period this Plan will be integrated with local planning policy as an advisory document.

The Way Forward

Please make your comments on these proposals by 15th February 2013. There are a number of ways for you to comment and these are specified later in this document. All comments and observations will be responded to and considered for incorporation in the adopted Master Plan, which will be published during 2013.

Sharon O'Connor

Town Clerk and Chief Executive, Derry City Council

and

*Roy Devine, Chairman of Board
City of Derry Airport Operations*



Vision for City of Derry Airport

City of Derry Airport's vision is to be:

“The Airport of choice for the north west of Ireland”

In delivering this vision CoDA will work to:

- Perform as a viable entity providing long-term benefit for the north west of Ireland;
- Improve air access to the north west;
- Reduce and eliminate the Council subvention of the airport by improving its profitability;
- Ensure that the airport performs as a key driver for the north west region;
- Ensure full compliance with regulatory and safety requirements; and
- Manage the airport in a fit for purpose condition

This Master Plan sets out development plans for the airport to 2030. The objectives are to;

- Continue to put people first by meeting and exceeding the expectations of our customers, stakeholders and the community;
- Improve affordable access to more destinations, with a better frequency for business and leisure travellers to and from the region;
- Maintain a sustainable airport by carefully managing our relationship with the environment;
- Provide the right infrastructure, at the right time, at a cost that the airlines and their passengers can afford;
- Reduce the need for passengers to travel long distances to other airports and to develop international linkages through good connections to major European hubs;
- Maintain the highest standards of safety for passengers, staff and the community to ensure that all of our activities are carried out safely and securely;
- Maximise the contribution that CoDA provides as an economic driver creating employment and stimulating investment in support of the economic growth and development of the region;
- Set out the long-term growth plans of CoDA in order that these are taken into account by authorities in preparing their development, economic and transport plans and associated policies to make investment decisions;

- Develop a vibrant and profitable business as a stable and a secure foundation to ensure future investment and continued development of CoDA;
- Improve public transport access to the Airport and increase opportunities for sustainable travel to the Airport;
- Ensure that the Airport makes a full contribution to the profile and image of Londonderry/Derry and the north west of Ireland by developing high quality facilities that reflect the aspirations of the region; and
- Enable the continued use of the Airport by general aviation and flying schools and support the development of existing and additional aviation related Small Medium Enterprises (SMEs) within the boundaries of the Airport

Our Aims

In terms of its operations, CoDA aims to:

- Achieve a throughput of 1.2 million passengers per annum by the year 2030 through new route development and the growth of existing services;
- Aspire to a throughput of 1.6 million passengers up to 2050;
- Operate and develop the Airport in a manner that ensures full compliance with the safety and security requirements of regulatory bodies including the Civil Aviation Authority (CAA) and DfT;
- Operate to the highest standards of performance and efficiency, incorporating the best models of good practice for customer care, aircraft handling and commercial development;
- Maximise the use of existing land within the ownership of the Airport for aviation related uses and associated activities as a source of additional revenue; and
- Achieve established targets in terms of operating costs and income generation in order to reduce subvention and improve future profitability.



Regional Economic Improvement

The growth of the airport will increase employment both directly at the airport and also by acting as a catalyst to the growth and development of the region.

We forecast that the contribution that CoDA will make to the local economy will increase from the current level of £7 million per annum to over £14 million per annum.

CoDA is committed to using local suppliers and local produce where possible to supply services to the Airport. We will encourage our airport business partners to also support the local supply chain.

CoDA will develop a community relations programme and we encourage communities to take an active interest in our operation. We aim to reach out and support local projects and initiatives whilst at the same time developing our business.

Sustainable Development

As a minimum, it is anticipated that CoDA will comply with all relevant safety and environmental legislation in the management and operation of ground based operations at the Airport.

CoDA is committed to ensuring that future development is undertaken in a sustainable manner and CoDA fully supports the Northern Ireland Government's 2006 sustainable development strategy 'First Steps Towards Sustainability' which identifies the following key priorities for action:

- Climate Change and Energy;
- Sustainable Consumption and Production;
- Natural Resource Protection;
- Environmental Enhancement;
- Sustainable Communities;
- Governance for Sustainable Development; and
- Learning and Communication.

These priorities lie at the heart of the Master Plan and have influenced the development of the Airport's own sustainability principles which are highlighted in Table 3.1.

Development of the Airport will undoubtedly exert pressure on the environment. However, through careful planning and, in partnership with stakeholders, we believe that any such pressures can be managed to facilitate growth without resulting in a negative impact on the environment.



Table 3.1 Sustainability Principles

Theme	Principle
Sustainability Learning and Skills	To provide opportunities to develop skills in: sustainable construction, renewable technologies, environmental site management and resource efficiency.
Health and Wellbeing	To provide a clean and safe environment for staff, visitors and local residents, through maximisation of best practice environmental and sustainability opportunities.
Equality in Meeting Basic Needs	To provide opportunities for improved access to employment, income and learning opportunities. Compliance with Section 75 of the Northern Ireland Act.
Wise use of Resources	To develop an energy, water and resource efficient ground-based airport operation, maximising the use of local renewable energy and minimising carbon emissions and waste.
Low Carbon Access	To provide the opportunity to promote and plan for low carbon access through demand-responsive public transport and alternative fuels.
Sustainable Sourcing	To provide the opportunity to use locally and ethically sourced goods and services where possible – and strengthen local/regional supply chains.
Distinctiveness and Diversity	To provide opportunities to protect and enhance the local natural environment, biodiversity and cultural heritage.
Inclusive Decision Making	To provide the opportunity to develop more informed participation in public and community decision-making.
Long Term Approach	To provide a long term, sustainable approach to an integrated development with lasting beneficial outcomes for society, economy and the environment.

In this context, the environmental impacts and mitigation of the proposed development of CoDA are presented with the Full Draft Master Plan Document.

- Identify, as early as possible, potential environmental issues related to the Airport's development;
- Help ensure that the overall environmental impact of the Airport's development is minimised;
- Enhance the potential to realise environmental gains related to the development of CoDA; and
- Develop opportunities for management and mitigation of any impacts.



Master Plan Infrastructure Strategy

Through the 2003 White Paper the DfT required airports to prepare Master Plans defining how the development and growth set out in the Master Plan could be achieved. Most Master Plans have defined two periods of development; present to 2015 and 2015 to 2030. Given the date of production of the CoDA Master Plan and the fact that the current facilities at the airport can accommodate the forecast demand up to 2015, this plan defines development that will be required to meet the demands up to 2030.

Introduction

CoDA will develop facilities that meet the needs of its customers and business partners, ensuring at all times that new facilities are designed to meet our commitments to sustainable development. The proposals contained within this section are for additional passenger facilities and commercial aircraft parking. Development will take place incrementally to ensure that additional capacity matches passenger demand.

These proposals have been developed from the passenger forecasts included within the main Master Plan. The forecasts will be regularly reviewed and if growth is higher than anticipated then the development proposals will be revised. Similarly if there is a slowdown in the rate of growth, developments would be deferred. Additionally, advancements in technology may mean that these development proposals are subject to change.

Master Plan Design Process

The preparation of the Master Plan has been undertaken following a clear design process comprising the following stages:

- Assessment of the existing airport in environmental and design terms, combined with wider economic considerations and airport operational requirements;
- Identification of the key constraints to the development of the Airport;
- Stakeholder engagement and input into the constraints and opportunities identified;
- Assessment and appraisal of the various concept options against a series of site specific criteria including operational, land ownership and environmental issues;
- Selection of a Preferred Option; and
- Development of the Preferred Option into more detail within a Master Plan.

The above process is set out in more detail in the supporting City of Derry Airport Environmental Baseline Report.

Investment in 2007 - 2010

Following the temporary withdrawal of CoDA's aerodrome licence in 2007, a significant capital investment programme was agreed between the CAA and Derry City Council. Since 2008 approximately £50m of investment has been made to improve airfield infrastructure, terminal facilities and car parking. The works can be summarised as:

Airfield Pavements	Western end turning circle, runway resurfacing, provision of compliant runway end safety areas, new Taxiway Bravo and expansion of apron.
AGL	Aeronautical Ground Lighting Improvements with a replacement of runway and taxiway systems and new control installation. New approach lights will be installed in the Lough to the east of the runway 2012/13.
Navigation Systems	Provision of new instrument landing systems and other navigational aids. The final phase to replace the voice switch and control system will be completed by Q1 2013.
Drainage	Improvements to airfield to reduce risk of flooding.
Terminal	A number of projects have been completed including the extension of the departure lounge to provide retail units and increased lounge space, an extension to the arrivals area and a re-configuration of the security area.
Car Parking	Rationalisation of existing car parks to a single car park, creation of a new summer overflow car park and provision of new car park control equipment.



The terminal will probably continue to be the first element of infrastructure that will be stretched at peak demand. Whilst airports often report peak capacity in terms of annual passenger number the actual constraint is the busy hour rate (BHR) through the various processes within the terminal. If a daily demand schedule is compressed into a short period of time, it

is likely that the facilities will become full and demand will be constrained. However, if the same schedule is “stretched” over a longer period as a sympathetic schedule, then the facilities over this period would be able to handle more passengers. The current limiting restraints are likely to be:

Security Search	The current configuration limits throughput to approximately 150-200 passengers per hour and given the characteristic of the low cost traveller with high volumes of hand baggage, the throughput will be at the lower end.
Departure Lounge	The capacity of the lounge is limited to just over two B737 of passengers at any time. The call forward area will enable another one aircraft of capacity.

Given a reasonable schedule, it is concluded that the current capacity of the terminal is an outbound BHR of 175pph and an annual passenger throughput in the range of 650,000 to 700,000ppa.

Expansion of Passenger Facilities

Terminal Development

Whilst an extension was provided to the Departure Lounge and Arrivals Hall during 2010, the current terminal building will not have sufficient capacity to facilitate the passenger growth forecast in this Master Plan. As a result of its inefficient layout, the terminal already struggles to cope with anything more than two to three B737 size aircraft scheduled outbound within an hour period. The situation in the departure lounge is compounded by the characteristics of Ryanair passengers who tend to queue before the plane has arrived. As a consequence, almost 40% of the lounge is in effect ‘wasted space’ forming the queuing area.

For a number of historical reasons the current terminal has various areas which present operational difficulties. Whilst a number of these have been resolved since 2010 there are still a number of remaining issues. These include:

- The existing entrance to the terminal is restricted by the siting of adjacent offices;
- The current control room and adjacent offices and stores occupy prime space within the terminal. These should be sited ‘back of house’ with the control room preferably away from the terminal;
- The hold baggage search and sort area to the rear of check-in is severely restricted;

- The capacity of the airside departures lounge is restricted during peak hours and whilst the retail offer has been expanded, more space is required for additional commercial revenue generation.
- There is a potential conflict between departing and arriving passengers accessing the western stands;
- There are only 6 check-in desks; whilst currently a high proportion of passengers are pre-checked-in and have hand baggage only, future growth will require additional check-in space; and
- As the BHR increases there is likely to be a conflict of passenger flows between check-in desks and security access.

Operational Requirements

- Expansion of the airport facilities to handle a passenger throughput of up to 1.2 mppa and safeguarding for up to 1.6 mppa;
- Establishment of a parallel taxiway link with the runway;
- Creation of a general aviation enclave to the west of the airfield with improved facilities;
- Provision of sufficient car parking, ideally within one location and within walking distance of the terminal to minimise the reliance on shuttle buses; and
- Re-organisation and expansion of the car hire area.



Other Requirements

- Maximise opportunities for aviation related businesses to be attracted to, and located at, the Airport;
- Allow for the expansion of the existing flying school; and
- Maximise opportunities for other uses, including employment and leisure, to be located at the Airport.

Good design of passenger and operational facilities is also important in maximising the quality of journey and user experience of those travelling through and working at the Airport. This should be achieved through the creation of a sense of identity and place which is easy to understand and move around, is safe and secure, and enhances travelling and working experiences.

Whilst the proposals do not seek to prescribe the detail of the development of the Airport, they are set out in order to ensure that the strategic development framework for CoDA fully meets the requirements of the Business Plan.

The expansion will include:

- Baggage handling facilities – also required to incorporate additional screening equipment;
- Check in desks;
- Departure Lounge;
- Retail and restaurants/bars;
- Departure gates and covered walkway – as the airport grows it is likely that the airside area will be segregated between lounge and departure gates;
- Additional Arrivals; and
- Improved back of house

Incremental expansion will be carried out in a series of sub phases with both new build additional space and a re-configuration of existing space. The additional space will be developed;

- To the west of the Terminal up to the fire station access road;
- To the east of the Terminal; and
- To the north of the Terminal taking one lane from the current airside road configuration.

It is not anticipated that the southern face of the Terminal will be extended to the south.

All new development will be designed to be accessible to the disabled and compliant to the Disability Discrimination Act 1995.

New Internal Road System

A new internal road system to facilitate direct and improved access for public transport and access and egress from the car parks adjacent to the Terminal will be provided.

The new infrastructure will be provided in phases concurrent with the terminal expansion.

New Passenger Transport Interface (PTI)

CoDA aims to support initiatives to increase the use of public transport for both passengers and staff. A new PTI to the front of the terminal will be provided to accommodate existing and improved bus and coach services, minibuses and shuttles, taxi drop off and collect as well as car hire pick up and drop off. This dedicated facility will provide bus stops with direct and short covered access to the terminal building, incorporate taxi services and will be segregated from entrances to the car parks. CoDA will implement a licensing and charging scheme for public service vehicles using the Terminal Forecourt during 2013.

Car Parking

CoDA currently has 450 car parking spaces adjacent to the terminal and up to 200 spaces in the overflow car park to the east of the terminal. The changes to protect the front of the terminal could reduce the existing stock by 120 spaces, leaving the airport with a net 530 spaces.

In order to accommodate the car parking demand generated from 1.2 mppa, it is estimated that 1,400 car parking spaces will be required, composed of:

Public spaces	1,250
Car hire	100
Staff	50

Hotel/Conference Facilities

The site for a new hotel with conference facilities is proposed on brownfield land, immediately to the south of the expanded terminal building. This is likely to comprise a 3 star facility with up to 150 bedrooms and cater for both the business and tourist traveller.



As this site is located outside the ownership of CoDA, implementation of such a use is likely to be market driven and implemented by a private developer.

Petrol Station

The isolated area of land immediately to the west of the new A2 roundabout is proposed as a new petrol station. Such a facility would not only benefit from passing trade from those travelling along the A2 but also from car hire customers returning vehicles to the Airport. As with the hotel use, the petrol station is likely to be brought forward by a private developer.

Improved Operational Infrastructure

Each element of the airside operation has been reviewed to establish the improvements and additional investment that will be required to provide the capacity for the anticipated demand to 2030.

Radar

Positive radar cover for CoDA traffic cannot be provided at all the levels necessary by any of the existing radar facilities in UK or Ireland due to the shielding effect of the terrain surrounding the airport.

It is anticipated that primary and secondary radar will be provided to serve CoDA during the Master Plan period. The actual implementation date will depend on emerging regulations, demand and airline operating procedure. It will be necessary to safeguard potential radar sites, the surrounding area and radar coverage areas from development that will interfere with radar installation and to ensure that effective radar coverage can be provided in the future.

In addition to safety benefits, a radar facility will provide greater resilience by providing an alternative form of approach and departure and will increase the number of aircraft movements that can be handled per hour. Radar approach procedures will deliver environmental benefits in terms of lowering the noise emissions and fuel consumption of aircraft.

CoDA has already completed a pre-feasibility study to identify a number of potential sites for a radar installation and a more detailed study will be carried out during 2013.

Apron Areas

Aprons are provided to facilitate the loading and unloading of aircraft, passengers and baggage/cargo/

mail, as well as the servicing and refuelling required during a turnaround, without interfering with other traffic.

Following the partial reconstruction of the apron in 2010, the re-configured apron can accommodate up to 4 nose-in parked Boeing 737/800s.

CoDA Airspace

CoDA is unique amongst airports in the UK in that it is regulated by both the UK Civil Aviation Authority and the Irish Aviation Authority. Airspace policy for the two regulatory bodies differs. The Irish Authority requires that all airports operating for the public transport of passengers are provided with controlled airspace in the approach to the airport for the protection of these passengers, but the provision of radar surveillance in that airspace is not a requirement. The UK Civil Aviation Authority will not allow controlled airspace on the approach without surveillance radar.

To meet the requirements of the Irish Aviation Authority, controlled airspace (Class C) has been introduced in the Shannon Flight Information Region adjacent to the CoDA instrument approach to runway 08. Aircraft operating within that airspace are provided with an Air Traffic Control Service by CODA.

The airspace governed by UK regulation within which CoDA provides a service remains uncontrolled (i.e. Class G). However CODA continues to provide the range of ATC services as listed in CAP774 and actively encourages airspace users to contact CoDA when operating in the local area.

The UK has a complex airspace structure to support an extensive network of arrival and departure routes with the interaction of various airports having an impact on the capacity in the surrounding airspace.

CoDA continually reviews the designation of airspace around the airport to ensure that it meets the safety needs generated by the growth in its commercial traffic. As traffic grows at CoDA and other forms of aviation operating in the local area increases it will become necessary for CoDA to introduce CAS to manage arriving and departing aircraft and to enable control of other forms of aeronautical activity. Achievement of this will require some form of surveillance of the airspace and consequently, it is CODA's intention to introduce radar surveillance during the life time of this plan.

Work has yet to commence on the design of controlled airspace to CoDA, but it is likely that it will become



Class D airspace with CoDA having control of airspace within 15 miles of the airport and aligned with the runway centreline. The plan below illustrates an indicative CAS area.

General Aviation & Business Aviation

CoDA is committed to expanding facilities to attract, retain and grow general aviation and business aviation in the form of air taxis, executive aviation and specialist charters.

A general and business aviation enclave will be developed in the western apron through the refurbishment of an existing hanger, provision of a new access and space for new facilities for GA business, flying schools and clubs.

The expansion of the main apron along with the proposed improvements to the terminal building will enable CoDA to promote the airport to business and executive users.

Aviation Business Park

An area is proposed to deliver an Aviation Business Park, accessed off Clooney Road, to the south of Runway 20. This area is capable of accommodating hangar/business units with apron space for loading and unloading of aircraft.

The Business Park will provide a mix of offices and light industrial uses in close proximity to the Airport, delivering a mix of employment opportunities.

Throughout the UK, airports are regarded as being attractive for economic development in their own right. Airport locations are attractive to aviation related businesses such as manufacturers and supply companies who are direct suppliers to the aerospace industry, for which airside access is essential. They will also appeal to other time-sensitive manufacturers and distributors, particularly of high value to-weight products such as microelectronics, pharmaceuticals, digitized auto parts, medical instruments and perishables. Such businesses are key drivers for local economic development and require instant access to national and international customers and suppliers.

Some companies seek an airport location because they want easy air access, both nationally and internationally. Just as companies locate in town centres to maximise public transport links, these types of companies wish to be close to an airport, as they rely on links by air as well as land based transport.

There is substantial evidence from elsewhere in Europe, the US and Far East which shows that there are significant opportunities to promote new commercial, industrial and warehouse developments adjacent to airports. This approach to the development of airport related and associated development is in line with the need to release the potential of airports for growth and employment creation reflected in the Air Transport White Paper particularly in respect of the encouragement of economic development.

Public Transport

The front of the terminal will be designed to create a focal point to an expanded terminal building. It has been laid out to accommodate the setting down and picking up of passengers by public transport including the provision of new bus stops, bus turning and a bus waiting area. Designed as a shared surface space, it is envisaged that this space will include hard and soft landscape treatments. In line with current DfT requirements, this area will be subject to controlled access.

How Do I Comment on the Draft Master Plan?

CoDA's Draft Master Plan is issued for public consultation for a period of three months from 19th November 2012. Responses must be received by 15th February 2013 – overleaf we have provided a number of key questions that will help shape the final development of the CoDA Master Plan. We ask that the questionnaire is returned to us, either via post or email, together with any further comments or queries that you may have.

Copies of the Draft Master Plan documents are available to download from our website:
<http://www.cityofderryairport.com/about-us>

Further copies are available from CoDA's Information Desk during the consultation period or on request by emailing:

masterplan@cityofderryairport.com



Frequently Asked Questions

What is the Draft Master Plan?

The Draft Master Plan marks an important milestone in the history of City of Derry Airport. It is our vision of how we see the Airport developing to 2030 as requested by the UK Government's 2003 White Paper on Air Transport. Aviation is set to grow over the next 20-30 years to meet the needs of the travelling public, of business and of the UK economy. The Draft Master Plan explains CoDA's role now and in the future to help achieve national, regional and local objectives.

Who is producing it and why?

Following the publication of the Future of Air Transport White Paper in 2003, UK airports were required to prepare Master Plans detailing how developments set out in the White Paper could be achieved. CoDA are keen to demonstrate their credentials as a socially responsible and efficient airport owner and as such commenced the development of a Draft Master Plan for CoDA during 2010.

Who are you consulting and why?

We are consulting a wide range of formal consultees and stakeholders together with a range of other local businesses, agencies and organisations. We want to hear as many views from as wide a range of individuals and organisations as possible during the three months of public consultation.

We aim to produce the definitive Master Plan early 2013. The definitive Master Plan will be submitted to the DfT, the local planning authorities and other interested parties. It will be published on the airport's website and all parties who made comments will be notified.

How long is the consultation?

The consultation will last for three months, from 19th November 2012 to 15th February 2013.

What will happen to the comments and responses?

At the end of this consultation period CoDA will review all comments and responses received. In order for CoDA to fully understand these comments, it may be necessary to consult further with the providers. Where appropriate the Draft Master Plan will be amended to incorporate the feedback. As with any consultation process, not all feedback can be incorporated.

When will the final Master Plan be released?

Following evaluation of the responses, the Master Plan will be released in early 2013. It will be reviewed every five years to ensure that the content remains relevant and where appropriate revisions will be issued.

What about air quality?

In general the air quality within the vicinity of CoDA is good and there are no designated Air Quality Management Areas declared by the Local Authority. The potential future impact of growth at the Airport is not considered to be significant, the Department for Environment, Food and Rural Affairs (DEFRA) requires detailed assessments for Nitrogen Dioxide levels where passenger numbers are greater than five million passengers per annum (mppa), the predicted throughput for CoDA in 2030 is 1.2 mppa, therefore no detailed assessment is required.

The projected passenger throughputs in 2015 and 2030 do not exceed the threshold values and therefore it is very unlikely that there would be breaches of air quality strategy objectives as a result of operations at the Airport.

What about noise?

In the future, the general mix of aircraft is expected to remain similar to today. These operations will continue to be confined to daytime hours with no ground running permitted to take place between the hours of 23:00 and 06:30.

How many and what sort of jobs will be created?

The number of full time equivalent workers directly employed at the Airport is forecast to rise to 800 by 2030. Independent forecasts assess that by 2030 CoDA will play an increasingly important role in the social and economic fortunes of the region – providing, supporting and safeguarding jobs (many requiring high quality skills) and adding more than £35 million to the local economy.

Is the forecast growth at CoDA needed and why?

UK air travel has increased five-fold over the past 30 years. The Government has undertaken studies on future UK needs, which have been independently confirmed, and which support the development of regional airports in general and in particular CoDA. Expansion will help the growth of the economy in the North West, provide more jobs, provide more direct flights locally and reduce the need for long surface journeys to other airports.



City of Derry Airport (CoDA) Draft Master Plan – Your Comments

CoDA is very keen to hear your views on their Draft Master Plan



You can return your feedback by 15th Feb 2013 to:
 POST Airport Director, City of Derry Airport, Airport Road, Eglinton, Co. Londonderry, Northern Ireland, BT47 3GY
 EMAIL masterplan@cityofderryairport.com

Personal Details (Optional)

Name.....
 Company (if applicable).....
 Address:.....
 Email.....

Reason for Interest in Draft Master Plan (please tick one option):

- Local Resident
- Work at Airport
- Work in Local Area
- CoDA Passenger (Regular User)
- CoDA Passenger (Occasional User)
- General Interest

Would you like to be kept up to date with news from CoDA?
 Yes No

Contribution to Local Economy

1. It is estimated that the airport supports 400 jobs which contribute £14.5m to the local economy annually. Were you previously aware of the economic importance of CoDA?
 Yes No
2. Do you consider that you benefit directly or indirectly from the airport either financially or in any other way?
 Yes No

2b. If "Yes" please give a reason for your answer:

Airport Facilities

3. Did you know that over £30m has been spent on developing and improving the airport over the previous five years?
 Yes No
- 3b. If "Yes" what is the most significant improvement that you have noticed over the last few years?

4. Do you think that the current facilities at the airport are appropriate for volume of journeys made each year?
 Yes No

4b. If "No" what additional facilities would you like to see?

5. The Draft Master Plan identifies growth from 400,000 passengers (pax) in 2011 to 1.2m pax in 2030. Do you agree with the plans put forward in this Draft Master Plan to cater for the increase in pax and to improve the standard of facilities?
 Yes No

5b. If "No" please provide further details:

Environmental Management

6. Environmental management is a key commitment of CoDA. Do you consider that the Draft Master Plan gives sufficient importance to Environmental Management?
 Yes No

6b. If "No" what additional environmental measures would you like to see considered?

7. Do you agree that the Draft Master Plan addresses a satisfactory balance between social, economic and environmental considerations?
 Yes No

7b. If "No" please provide further details:

8. What is your current method of travel if visiting CoDA:
 Car (Self drive & park)
 Car (Drop off by friends, family or colleagues)
 Taxi
 Bus
 Other

9. If there was a significant improvement in public transport accessibility to the Airport would you use public transport rather than a private car?
 Yes No

9b. What future improvements would be needed to persuade you to use public transport?

The Future - Regional Transport Network

10. The Draft Master Plan assumes increased pax volumes opening up exciting new opportunities for both inbound and outbound tourism. Do you agree that CoDA helps local people, businesses and visitors travel to and from the region more easily?
 Yes No

11. The Draft Master Plan identifies that CoDA will grow its portfolio of routes. Are there any new routes you would like to see?

12. Is there any area not in the Draft Master Plan which you feel should be included?

13. Are there any other general comments you would like to make? Further space is provided overleaf for additional comments.

Thank you for your feedback



City of Derry Airport (CoDA) Draft Master Plan – *Your Comments*

CoDA is very keen to hear your views on their Draft Master Plan



You can return your feedback by 15th Feb 2013 to:

POST Airport Director, City of Derry Airport, Airport Road, Eglington, Co. Londonderry, Northern Ireland, BT47 3GY

EMAIL masterplan@cityofderryairport.com

Further General Comments / Feedback

A large area of the page is filled with horizontal dotted lines, providing a space for users to write their comments and feedback.





Comments on the Master Plan can be made in writing to:

The Airport Director, City of Derry Airport, Airport Road, Eglinton, Co. Londonderry, Northern Ireland BT47 3GY

