

Airspace information: transparency about airspace use and aircraft movements

Belfast International Airport

Currently undertaking this activity

Partially undertaking this activity

Not currently undertaking/not applicable to airport

Information provision/data type	Fulfils CAA/Air Navigation Guidance 2017	Additional comments	Link to webpages that contain this information
Runway utilisation and operations		Runway maintenance/resurfacing is communicated through the airport's Consultative Committee. Runway use data is not routinely provided other than that published in the Environmental Noise Directive reviews, but this data is available on request. Cat 3 ILS on Runway 25 makes this the preferred runway in most conditions. Other runways are used when weather conditions dictate.	
Standard Instrument Departure (SID) utilisation		There are no published Standard Instrument Departure (SIDs) or Standard Terminal Arrivals Routes (STARs) established at the airport.	
Arrivals data		CDA arrivals are employed on all approaches by Instrument Flight Rules (IFR) aircraft to all runways between 2200 & 0700 hrs (Local). However, arrivals data/information is not currently published online.	See UK AIP EGAA section AD2.21 Noise Abatement Procedures https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/
Continuous Descent Approach (CDA) &		CDA operated by all airlines in conjunction with Air Traffic Control. CDA data reported internally on a monthly basis. However, no information relating to CDA or CCO is published online.	See UK AIP EGAA section AD2.21 Noise Abatement Procedures

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Continuous Climb Operations (CCO)			https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/
Flight tracking & tools		Limited capability through radar recording.	
Aircraft Traffic Movements		All movements follow runway heading approaches with the exception of military helicopter traffic which may use varied operational routings. Total aircraft traffic movement data is published via CAA on a monthly basis.	https://www.caa.co.uk/data-and-analysis/uk-aviation-market/airports/datasets/uk-airport-data/
Night quota count		Not Applicable	
Slot allocation, transfers & sales		Belfast International airport is not a slot regulated airport.	
Air Traffic Control Practices		Ground engine run restrictions and noise abatement procedures are published online in the UK AIP but not on the airport's website. Auxiliary Power Unit (APU) running restrictions in place at night except in exceptional circumstances. Minimum altitude over Belfast is increased at night when Belfast City Airport is closed. However, no information relating to ATC practices and procedures is published on the airport's website.	See UK AIP EGAA sections AD2.20 Local Aerodrome Regulations and AD2.21 Noise Abatement Procedures https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/
Weather-related conditions		Airfield de-icing & snow clearance will take priority over aircraft movements in winter. Aircraft may be required to hold at the BEL in such circumstances. However, the airport does not explain on their website how weather, particularly wind direction, can affect their operations.	
Aircraft types used by airlines		Chapter 3 aircraft only. Main fleets are B737-400 and later along with A319-321 on scheduled operations. However, a list of aircraft types used by airlines based at the airport is not published online.	
Airline operators		An airline directory is available online.	https://www.belfastairport.com/flights/our-airlines

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Airline route networks/destinations (including changes)		The airport publishes a list of the destinations served by each of its operators, along with a frequency schedule for each season.	https://www.belfastairport.com/flights/our-airlines
Airline Standard Operational Procedures		CDA procedures operated by all based airlines. ICAO standard departure settings operated by based airlines. However, no information relating to airline SOPs are published online.	
Historic comparisons of route networks flown		Not available. No NTK.	
League tables of airline operational performance		Not published online but operational performance data is reported internally on a monthly basis.	
Data on operations outside of normal operating hours		The airport is open 24 hours per day, 365 days per year.	
Airport Consultative Committee (ACC)		The Belfast International Airport Consultative Forum meets 3 times a year. Membership of the independently chaired Airport Forum comprises stakeholders from the local and business communities, as well as airport and airline representatives.	https://www.belfastairport.com/airport-info/corporate-responsibility
Airport noise forums/boards		All such communications would be through the ACC. There is no specific noise sub-group.	
Community noise reports		Through ACC and Environmental Noise Directive reports only.	
Community relations events		The airport does not currently host any community relations events.	
Noise Action Plan (NAP)		Produced every 5 years for Environmental Noise Directive purposes.	https://www.belfastairport.com/airport-info/corporate-responsibility
Noise & Track keeping performance (NTK)		No SIDs or STARs established at the airport therefore no NTK.	
Noise Contour Mapping		Only currently completed for Environmental Noise Directive purposes and therefore only every 5 years.	https://www.belfastairport.com/airport-info/corporate-responsibility

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Noise complaints data, reports and handling		Queries or comments relating to aircraft noise should be sent to environment@bfs.aero. No statistics provided on noise complaints.	https://www.belfastairport.com/airport-info/corporate-responsibility
Information on permanent and temporary Airspace Change including trials		None currently. However, major maintenance works (runway resurfacing for example) may be communicated in advance through the Consultative Committee if there is likely to be a significant change in operations (such as increased use of crosswind runway). In future this may also be communicated through local newspapers.	