

# THE AIRPORT OPERATOR

THE OFFICIAL MAGAZINE OF THE AIRPORT OPERATORS ASSOCIATION

## CLIMATE CHANGE:

*The UK aviation industry can and will do more to help the country to reduce UK greenhouse gas emissions to net zero by 2050.*

**AOA**  
THE VOICE OF UK AIRPORTS  
**SUMMER 2019**

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*Bright future*

THE AIRPORT  
**OPERATOR**

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## ED ANDERSON

### *Introduction to the Airport Operator*



*A very warm welcome to the summer edition of the Airport Operator, published to coincide with our annual reception at the House of Commons.*

We will be meeting MPs at one of the most interesting moments in British politics, as we await the arrival of a new Prime Minister to 10 Downing Street and further developments on Brexit. We will be keeping a close eye on that at the AOA as our airports prepare to ensure that they are ready for business as usual, whatever happens on 31 October.

The reception will also be taking place just days after the closure of the Department for Transport's Aviation 2050 consultation on the Government's plans for UK aviation over the next thirty years. This is a hugely important moment for UK airports and you can see a summary of our response to the consultation in this edition of our magazine.

You will see that we are calling on the Government to make a firm commitment to support growth at our airports and to back that up with specific policies that will enable aviation to flourish and to continue to support the wider economy.

We share the Government's commitment to improving the airport passenger experience, including action to reduce delays at the border. This is a subject on which we have long lobbied the Government and finally we seem to be getting results, with the extension of eligibility to use e-gates to seven new countries and a new willingness by Border Force to engage in a dialogue with our airports on how to improve the service at the border.

Against the background of the Government's ground-breaking

decision last month that the UK should be the first major economy to legislate for a target of net zero carbon emissions by 2050, we recognise that UK aviation must play its part in achieving sustainable growth. We are proud of the progress that we have already made in decoupling aviation growth from growth in emissions. UK airports have made their contribution through programmes to achieve carbon neutral status and by modernising their baggage and cargo ground fleets. Already at the UK's largest airports a quarter of these vehicles are zero emission. We have also continued to encourage passengers to make greater use of public transport.

However, we acknowledge that more remains to be done. You can read about how we plan to achieve this by working with UK airlines, aerospace manufacturers and air traffic service providers in an article by Dr Andy Jefferson, Programme Director of Sustainable Aviation.

One of our consistent messages to Government has been that they need to understand the diversity of UK airports and to ensure that their policies take full account of that. Our interviews in this edition with Carlisle Lake District, Cornwall Airport Newquay, Glasgow and London Biggin Hill give a very good sense of the huge variety of challenges and opportunities that UK airports face. We send our best wishes to colleagues at Carlisle Lake District Airport for 4 July when they will be resuming commercial flights at the airport after a gap of 26 years.

I hope that you will enjoy reading these interviews, as well as articles on another very successful Airports Safety Week, the latest meeting of our safeguarding group and last month's new-format AOA Airport Conference at the Manufacturing Technology Centre in Coventry, where we took an in-depth look at the challenges presented by drones and discussed a wide variety of security, safety, operations, airspace and air traffic services issues. ■

*Ed Anderson, AOA Chairman*

# THE AOA IS PLEASED TO WORK WITH ITS CORPORATE PARTNERS, AND GOLD AND SILVER MEMBERS

## Corporate Partners








## Gold Members








## Silver Members








































# EXCITING OPPORTUNITIES FOR UK AVIATION TO MEET CLIMATE CHANGE TARGETS

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*The UK aviation industry can and will do more to help the country to reduce UK greenhouse gas emissions to net zero by 2050.*



**W**e have already shown that we can de-couple aviation growth from growth in emissions. Between 2010 and 2016 passenger numbers in the UK grew by more than 25%, but total emissions grew by less than 5%.

Now, with the right support from Government, we see exciting opportunities to further reduce emissions through the development of hybrid electric aircraft, use of sustainable aviation fuels and modernisation of UK airspace.

When the UK's airlines, airports, aerospace manufacturers and air traffic service providers first got together in 2005 to form Sustainable Aviation we were met with considerable scepticism. Our critics doubted that we would be able to achieve our ambitious goals for cleaner, quieter and smarter aviation. But we have proved them wrong. Thanks to new technology and smarter operations we have already delivered a set of impressive results, notably decoupling UK aviation growth from growth in emissions.

UK airports have made their contribution through programmes to achieve carbon neutral status and by modernising their baggage and cargo ground fleets – already at the UK's largest airports one in four of these vehicles are zero emission. They have also sought with some success to encourage greater use of public transport. Between 2006 and 2014

*Between 2006 and 2014 over 11 million extra passengers used public transport to access eight major UK airports, increasing the number of passengers using public transport by 5.9%.*

over 11 million extra passengers used public transport to access eight major UK airports, increasing the number of passengers using public transport by 5.9%. The following two years saw a further 2.3% increase in the number of passengers using public transport to access UK airports.

Today we need to raise our sights again as we talk to the Committee on Climate Change, whose report in May included the net zero by 2050

target, and to the Government about how we rise to the new challenge that the Committee has set, while still enabling the many positive benefits that aviation brings by connecting people across the world.

We have already made it clear to the Committee and to the Government that we share the Committee's ambition to bring emissions into line with the Paris Agreement. With that goal in mind, we will be publishing



*Dr Andy Jefferson  
Programme Director  
Sustainable Aviation*

two new reports later this year that will spell out in detail how we will play our part:

*1. An updated Sustainable Aviation Fuels Road Map will set out a greater opportunity for sustainable aviation fuels to reduce CO2 emissions than we thought possible in 2014.*

*2. By the end of this year we will publish our updated CO2 Road Map. That will look at the opportunities of hybrid and electric aircraft as well as our latest views on sustainable fuels and operational improvements. We will make it clear that how much can be achieved will depend in part on the level of policy and funding support from the UK Government for carbon reduction technology innovations.*

We can take considerable encouragement from what we know is already in the pipeline. UK airlines have 360 new aircraft on order, which will improve the average fuel efficiency of UK aviation by 22% by 2050. Airspace modernisation across the UK should be completed by the mid 2020's and that could deliver a reduction of up to 14% in emissions by 2050. Aerospace manufacturers are investing in the next generation of engines and aircraft and researching hybrid-electric and fully electric planes. Industry is starting to commercialise sustainable aviation fuels and that will deliver a reduction in emissions of up to 24%.

Looking just at the potential for hybrid and battery-electric aircraft, we foresee electric air taxis entering service for urban mobility within the next five years and before 2030 we should see the potential for hybrid-electric aircraft in business and commercial use. By 2035 the industry predicts airlines will be offering regional scheduled flights based on hybrid-driven aircraft and that by 2040 there could be battery-powered aircraft on short-haul flights for most destinations across Europe.

We are setting out our views on the contribution that the Government can make in our response to the

Aviation Strategy consultation. Within the UK we want to see continued Government support for airspace modernisation, for the commercialisation of sustainable aviation fuels and for research and development in green aviation technology. Internationally, we need the Government to continue to provide leadership in the development of a robust global carbon offset and reduction scheme for international aviation.

There will, no doubt, be further challenges ahead, but we are confident that, by working together with Government, through a truly smart 'Partnership for sustainable development of aviation' we can deliver the ambitious greenhouse gas emissions targets that the Committee on Climate Change has recommended, without the need for demand constraint. ■

**Dr Andy Jefferson is Programme Director of Sustainable Aviation.**





# KAREN DEE OUTLINES THE AOA'S RESPONSE TO THE AVIATION STRATEGY CONSULTATION

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*At the end of last year, the Government published its Green Paper on an Aviation Strategy and we welcomed the opportunity to contribute to the development of such an Aviation Strategy.*

**W**e responded in detail to the Green Paper ahead of the 20 June deadline, and this issue of the Airport Operator is a good opportunity to update you on what our submission included.

The consultation process was a good opportunity to highlight the importance of aviation to the UK economy and to society. As a sector,

we contribute more than £1bn a week to GDP and employ more than a million people. Aviation is also a catalyst for economic growth: it is estimated that for every 10% growth in aviation connectivity, GDP grows by 0.5%.

That means real jobs and real investment; for example, Manchester Airport's routes to Hong Kong and Beijing. Since their introduction,

there's been an increase in inward investment in the North of England of more than £500m. At Newcastle Airport, the Emirates route to Dubai has driven up exports: they've grown from around £20m in 2006 to more than £350m in 2016. More than three-quarters of all visitors to the UK travel by air, and their visits support another £20bn a year for the UK economy and a further half a million jobs.

Those facts and figures show that aviation is a major UK success story. In our response, we highlighted the need for more strategic thinking on aviation and the role it will play in the UK's future competitiveness. As the UK prepares to leave the EU, developing a clear strategy for aviation has clearly taken on a greater importance.

The AOA believes the Government's new Aviation Strategy should be an opportunity to not only acknowledge that aviation growth happens, but to actively encourage it. That is why the AOA is calling for an ambitious, active Strategy, which actively promotes growth, provides longer-term policy certainty, and provides airports with stability and confidence to plan for the longer term, making the UK as competitive, productive and connected as it can be.

The Green Paper was very high-level, as you would expect from a Green Paper, but it gave a clear sense of the direction of some of the main issues the Government wants to review. However, we know that our submission is also a starting point for further conversation with the Department for Transport (DfT) and others, like the Home Office and Border Force, as they prepare their final policies for the White Paper.

This White Paper, expected by the end of the year, needs to be much clearer about the policies it is proposing. Many of the proposals contained within the Green Paper currently lack detail, leaving it unclear how policies will be delivered in practice. In particular, the AOA believes that the final Strategy must answer the question of what balanced growth looks like, if aviation is to support the UK's economic ambitions.

Currently, the Green Paper expresses general support in favour of growth, which is welcome, but this support is largely passive and there is a lack of clear policy proposals which actively support aviation. In addition, despite the positive language of the paper, many of the Green Paper's proposals

impose further costs and obligations on airports. Although some proposals might be justifiable in their own right, when taken cumulatively, they could act as a drag on growth. Any necessary burdens need to be balanced with policies which actively support growth, in the AOA's view.

The Aviation Strategy must also recognise that airports come in different sizes, fulfil differing purposes to the economy, and operate in their own unique local environments. The Government must recognise these differences and ensure that regulatory burden is proportionate and adaptable to individual circumstances.

Lastly, the Government should ensure policies to deliver growth are aligned with the Government's wider programme of work, including regional growth initiatives like the Northern Powerhouse or the Midlands Engine and other important priorities. Aviation is an important vehicle to help deliver such strategies and Government should ensure that the Aviation Strategy enables that to happen, but also that the other priorities recognise the value of aviation in their planning and delivery.

Most importantly in light of the recent debates on climate change, the DfT must work closely with the Department for Business, Energy and Industrial Strategy (BEIS), which is responsible for aerospace manufacturing. BEIS encourages innovation through the Aerospace Growth Partnership, the Aerospace Technology Institute and the Aerospace Sector Deal. The Aviation Strategy needs to align with these to ensure that tomorrow's sustainable growth is made possible by investing in the right technological innovations today.

In summary, our principal points were:

**1. The Aviation Strategy must be developed with a view to maximising the many benefits aviation brings to the UK, from facilitating trade to bringing tourists**

**here and flying UK residents to their well-deserved holidays.**

**2. Measures supporting growth need to be better balanced with the additional costs and obligations suggested by the Green Paper.**

**3. The next iteration of the Green Paper's proposals needs to be more detailed and DfT needs to be clearer on how they will be delivered in practice.**

**4. There are different size and types of airport and the regulatory burden must be proportionate and adaptable to individual circumstances.**

**5. Government should also ensure policies to deliver growth are aligned with the Government's wider programme of work, including regional growth initiatives and sustainability. ■**

*The AOA believes the Government's new Aviation Strategy should be an opportunity to not only acknowledge that aviation growth happens, but to actively encourage it.*



# Cornwall Airport Newquay



*Al Titterington  
Managing Director  
Cornwall Newquay Airport*

# HEATHROW TO NEWQUAY...AND BEYOND

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*Cornwall Airport Newquay's new Heathrow route is proving even more popular than expected and flights are likely to be full over the key summer months.*

**T**he four times a day, seven days a week Flybe link carried over 15,000 passengers in April, its first month of operation, up 4% compared to the discontinued Gatwick route in the same month in 2018. Airport Managing Director, Al Titterington, said the high loads were evidence of strong demand both from business travellers, who appreciate the extra daily flight, and from international inbound tourists. He expects the flights to be completely full in July and August.

The Heathrow success follows the airport's best year in 2018-2019, with over 460,000 passengers using the airport, making it Cornwall Airport Newquay's fifth consecutive year of growth. New routes for 2019 include a new year-round service to London Southend, summer flights to Jersey and Guernsey and a new twice-weekly summer service to Copenhagen.

The decision last year by Scandinavian flag carrier, SAS, to make Newquay its sixth UK destination was described by Simon Calder, The Independent's travel writer, as "one of the most surprising route announcements of the year". Titterington said that SAS

had been attracted by Cornwall's natural beauty which is attracting an increasing number of Scandinavian visitors, the airport's commitment to promote the new route within Scandinavia and the success of Newquay's routes to Stuttgart and Dusseldorf.

Two thirds of all foreign visitors who come to Cornwall are from Germany, Austria and Switzerland and German visitors represent Cornwall's largest single overseas market. Their numbers have been boosted by the extraordinary popularity of a long-running Sunday night German television series, filmed in Cornwall and based on the romantic novels of

British author, Rosamunde Pilcher, who died in February.

Titterington says that Cornwall's rugged coastline is a huge draw, along with high-quality boutique hotels and Michelin-star restaurants in Padstow, Port Isaac and Portscatho. Tourists also flock to The Lost Gardens of Heligan, a Victorian botanical garden that was restored in the 1990's after decades of neglect, and The Eden Project's biomes, which opened in 2001 and house plants from many diverse climates and environments.

Looking ahead, Titterington said that he and his team remain "very hungry"

*"The Heathrow success follows the airport's best year in 2018-2019, with over 460,000 passengers using the airport, making it Cornwall Airport Newquay's fifth consecutive year of growth."*



to attract new airlines and launch new routes and hope to be able to announce a new airline for next year, but he also warned that the airport is facing headwinds and risks. He said that the continuing uncertainty over Brexit is leading some low-cost carriers to deploy more of their planes elsewhere in Europe in preference to the UK. In addition, the declared intention of Flybe's new owner, Connect Airways, to "right size the fleet" poses a risk for many regional airports.

Connect Airways have also announced that in due course the Flybe brand will be replaced by a Virgin brand. That, Titterington notes, means that there will be Virgin-branded flights from Heathrow to Cornwall Airport Newquay, which is also the planned UK home of Virgin Orbit flights into space. He anticipates an announcement about financing for Spaceport Cornwall later this year, after which Titterington will set to work on securing a spaceport licence for his airport. He seems very confident that it won't be long before "space" joins the growing list of destinations on the departures board at Cornwall Airport Newquay. ■

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*Two thirds of all foreign visitors who come to Cornwall are from Germany, Austria and Switzerland and German visitors represent Cornwall's largest single overseas market.*

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# CAA AIRSPACE CHIEF TO LEAD UK AIRSPACE MODERNISATION TEAM

*The Civil Aviation Authority Director responsible for safety and airspace regulation is to take charge of the group tasked with co-ordinating the modernisation of UK airspace.*

**M**ark Swan, a former RAF fighter pilot, will head the newly created Airspace Change Organising Group (ACOG), which will operate as an independent body within NATS and be responsible for co-ordinating and managing a programme of airspace change projects across 14 airports, as well as the NATS upper airspace project.

Aviation Minister, Baroness Vere, said that redesigning UK airspace was “a complex and pressing task”, but she said it would make flying cleaner, quieter and quicker. Declaring a goal of making the UK aviation sector “one of the greenest in the world”, she said: “Our hope is to reduce the need for stacking and thus decrease the aviation industry’s environmental impact by cutting carbon and noise, as the global industry aims to reduce net emissions by 50% by 2050”.

In announcing Swan’s appointment, NATS said that airspace modernisation would help to:

- Reduce aviation’s carbon emissions
- Reduce the need for stacking (where aircraft join a circular queue to land at busy airports)
- Create opportunities for airports to manage how noise impacts

local communities, including the introduction of ‘planned breaks’ for noise respite

- Increase the resilience of the air traffic network, avoiding unnecessary delays and
- Increase airport capacity.

Swan and his team will report into a steering group with representatives drawn from airlines, airports, NATS and the Infrastructure and Projects Authority. In developing its programme it will engage with a wide range of stakeholders, including representatives of communities and other airspace users.

After leaving university, Swan joined the RAF and trained as a fast jet pilot, flying both Tornado and Eurofighter Typhoon combat aircraft. He was also trained to fly the Spitfires and Hurricanes of the RAF’s Battle of Britain Memorial Flight. He served in the RAF for 30 years, attaining the rank of Air Commodore.

In his decade at the CAA he served as Group Director, Airspace Policy Group, and, since 2013, as Group Director, Safety and Airspace Regulation Group. He also serves as a UK representative at the European Aviation Safety Agency. ■





*Mark Johnston  
Managing Director  
Glasgow Airport*

A British Airways airplane is parked on a tarmac at Glasgow Airport. The plane is white with a blue and red tail fin. In the background, there are airport buildings and a clear blue sky with some clouds. The foreground shows the asphalt of the tarmac with white and yellow markings.

# GLASGOW AIRPORT POISED TO RETURN TO GROWTH

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*A year into his new role as Managing Director of Glasgow Airport, Mark Johnston expresses quiet confidence that his airport is set to reverse its recent fall in passenger numbers.*



Johnston, formerly the airport's Operations Director, was promoted to the top job in May last year just months after Ryanair had announced that it would close its base at the airport and axe all but three of 23 destinations from the airport.

Passenger numbers fell from a peak of 9.9 million in 2017 to a likely 9 million this year, but Johnston is expecting growth to resume next year. Ryanair's decision was a setback, but the new Managing Director says: "I have no doubt that we will come back strongly from this". He takes encouragement from Ryanair's later decision to resume flights this year to Alicante, Brussels, Malaga and Warsaw.

Ryanair cited Air Passenger Duty as one of the main reasons for its decision and in May this year the Scottish Government announced that it was abandoning its plan to cut aviation tax. Johnston described the announcement as "a huge blow for our airport and for Scotland's connectivity" and said that it could impact both existing services and aspirations for new routes.

Johnston acknowledges that Air Passenger Duty is "a big factor" in the choices that low-cost airlines make about which routes are likely to be profitable, but says that makes it more important than ever that Glasgow Airport works hard to understand how each airline runs its business and what the airport can do to minimise the costs of operating from Glasgow.

He says that his aim is to ensure that the airport offers its passengers "choice, service and value", referencing the Glasgow - London route as an example of this, with 32 flights per day to five different London airports. Looking ahead, Johnston and his team are working to secure new routes to more European cities and continuing a long-running campaign to secure a direct link to Shanghai.

Another route in which Johnston and the airport take pride is Scotland's busiest long-haul route, Emirates' Glasgow - Dubai service. Launched 15 years' ago, it has been operated since April this year by the Airbus 380, the world's largest commercial passenger aircraft - the first time in history that an A380 has been in regular service to Scotland.

Since the introduction of the route, over 4.5 million passengers have travelled between Glasgow and Dubai and 80 million kilos have been exported, notably including salmon from the west coast of Scotland destined for Dubai's high-end restaurants.

The arrival of the A380 was made possible by an £8 million investment in the airport's infrastructure, including the introduction of a triple air bridge and an extended pier. Johnston sees that investment by the airport's owners, Ferrovial and Macquarie, as a symbol of Glasgow's shareholders' commitment to the continuing success of the airport. The Ferrovial/Macquarie partnership has invested almost £100 million in Glasgow Airport alone since acquiring, along with Aberdeen and Southampton airports, in 2014.

While route development is a big part of Johnston's job, there are many other initiatives keeping him busy, including delivering a new noise action plan, consulting on plans for airspace change, working to reduce the airport's environmental footprint and campaigning for a new rail link to Glasgow's city centre.

*The arrival of the A380 was made possible by an £8 million investment in the airport's infrastructure, including the introduction of a triple air bridge and an extended pier.*

Glasgow Airport's latest noise action plan for the period to 2023 was launched last October and includes a commitment to introduce a new noise insulation policy to mitigate noise for residents most affected and a new publicly available flight tracking system to provide a transparent view of aircraft flight paths and noise levels. The plan also highlights the airport's plans to modernise the airport's departure flight paths, replacing existing ground-based navigation beacons with new state-of-the-art satellite navigation systems. The airspace change plans, designed to update routes in line with the UK-wide modernisation strategy has the potential to reduce noise impacts, fuel use and CO2 emissions. Development of the routes will be a fully open and transparent process with engagement activities Johnston expects will be launched in July this year.

Johnston puts a strong emphasis on the airport's environmental responsibilities, describing the Climate Change Committee's recommendation that the UK should seek to reduce its net carbon emissions to zero by 2050 as "ambitious and correct". In a first for Scotland the airport will introduce electric buses to link to long-term car parking later this year and invested more than £200,000 in an eight-strong fleet of plug-in hybrid vehicles for its security, engineering and airfield operations teams. Airport staff have been encouraged to play their part in cutting pollution from single-use plastics by being given free refillable water bottles.

Worthwhile as they are, the impact of these initiatives would be modest compared to what could be achieved



if the airport can realise its long-held ambition for a rail link to Paisley and on to Glasgow city centre. Of 20 airports in Europe of a similar scale, only Glasgow lacks such a link or any definite plans for one. The airport's hopes have been raised by the publication this spring of a £10 billion plan to revolutionise transport in Scotland's biggest city. A report commissioned by the City Council proposes that a rail link should be built by 2025 from the airport to Paisley Gilmour Street station as the first step in the creation of a new metro line to the city centre.

Johnston, who first joined Glasgow Airport in 2004, has seen several rail and metro ideas come and go in his time at the airport, and will believe this one is happening only when he sees "spades in the ground". Nevertheless, he says the latest plans are "positive and ambitious and on the right scale for Glasgow and the rest of the country" and notes that they would significantly

reduce worsening traffic congestion on Scotland's busiest motorway, the M8, between the airport and the city centre.

The rail link could be a crucial element in the delivery of the airport's 2040 Master Plan, which will be published for public consultation later this year. The plan will set out how Johnston and his team foresee growth in passenger numbers to 17 million passengers annually by 2040, supporting over 43,000 jobs and contributing £2.54 billion to the Scottish economy.

Johnston knows that his airport is operating in a challenging market but is clear and determined about its path to sustainable growth. He takes pride in the airport's contribution to the Scottish economy and concludes that, when Glasgow Airport thrives and delivers, Scotland shares the benefits of that success. ■



# AIRPORTS DISCUSS DRONE AND CYBER SECURITY THREATS

*The two-day AOA Airports Conference, held in Coventry last month, was dominated by discussion of the challenges faced by UK airports in dealing with drones and cyber security.*

**G**atwick Airport's Chief Operating Officer, Chris Woodroffe, gave delegates an insider's account of how the airport overcame the drone threats which briefly closed Gatwick in December last year. Outlining the changes that the airport had made to be better prepared in future, he emphasised that there was no single silver bullet to counter drone activity, but that what was required was a multi-layered approach.

He said that Air Navigation Solutions, Gatwick's air navigation service provider, and the airport team had worked closely together to safeguard the swiftly installed counter-drone equipment and to integrate it with existing procedures.

His presentation was followed by a panel discussion on the challenges presented by drones with contributions from the Home Office, the Department for Transport and the police. A session on counter-drone solutions included representatives from the AUDS Consortium, DEDRONE, Leonardo and NATS.

The cyber security session included a speaker from the National Cyber Security Centre, who stressed that

airports could turn to the centre for advice. He also suggested that airports should be ready for the inevitability of firmer cyber security regulation. Sarah Webb of NATS and Wayne Smith from Birmingham Airport both provided practitioner perspectives on cyber security mitigation measures.

While drones and cyber security were the principal themes of the conference, a huge variety of other topics were covered in separate Airspace and Air Traffic Services, Operations and Safety and Security workshops.

The Airspace and Air Traffic Services Group debated airspace modernisation, with contributions from the CAA's John Dow on the modernisation strategy and from Dave Curtis, NATS, on the status of the Airspace Change Organising Group. There were also discussions on human factors and stress and fatigue management in airspace traffic management and on the insider threat.

The Operations and Safety Group had a presentation from CAA Aerodrome Inspector, Graeme Ritchie, on aerodrome inspections. The group also discussed how

artificial intelligence could be used to improve aircraft turnarounds and on-time performance.

The Security Group were given a briefing on the latest aviation security policy developments by Richard Rose, Head of Domestic Aviation Security Policy and Regulation at the Department for Transport. It also considered how technology can enhance human scanning capabilities, the latest explosive detection cabin baggage scanners and the use of explosive detection dogs.

Held at Coventry's Manufacturing Technology Centre, the conference was supported by exhibitors from Dallmeier, DEDRONE, HappyorNot, ICTS, Leonardo, Malms, Point.FWD, r2p, Rapiscan Systems and Rohde & Schwarz. A drinks reception and dinner at the Coventry Transport Museum was sponsored by Leonardo. ■



# CARLISLE LAKE DISTRICT AIRPORT REOPENS FOR PASSENGER TRAFFIC

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*Commercial flights will resume at Carlisle Lake District Airport on 4 July after a gap of 26 years.*





**L**oganair's flight to Dublin at 08.00 that day will be the first scheduled passenger flight from the newly modernised airport since 1993. The airline will also operate routes from the airport to Belfast City Airport and London Southend Airport.

The inaugural flight will be a moment of history for regional airports in the UK, which last saw a new commercial airport open at Doncaster Sheffield in 2005.

For Stobart Group, owners of Carlisle Lake District Airport since 2009, the opening will mark a triumphant conclusion to a decade of debate, controversy and delay. The plan to resume commercial flights has involved resolving successive challenges over planning, state aid and air traffic control staff shortages. Carlisle is where Eddie Stobart started his logistics

business. The airport is home to both the Group's headquarters and a £12 million freight distribution centre, opened in 2015.

Kate Willard, the Group's Director of Partnership Development, has been involved at every stage of "the long journey" to the resumption of commercial flights. She attributes the successful outcome to a combination of the Group's commitment to the communities in which the business is based and a tradition of working collaboratively with external partners to achieve shared objectives.

An important breakthrough came in 2017, when the airport was given £4.75 million by Cumbria's Local Enterprise Partnership towards the cost of a new terminal building and upgraded runway. A plaque honouring the role of the LEP was unveiled at the terminal in May. It

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*Carlisle Lake District Airport will be a gateway for visitors not just to the Lake District National Park and the historic city of Carlisle, but also to the Hadrian's Wall UNESCO World Heritage site.*

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uses slate from the Lake District's Honister Slate Mine, the last working slate mine in England.

Willard also pays tribute to the support that the airport has received from the airport's General Aviation community, Carlisle City Council, Cumbria County Council, Carlisle MP, John Stevenson and other local MPs, the Borderlands Partnership, the Civil Aviation Authority, the Department for Transport's aviation team and Cumbria Tourism.

Carlisle Lake District Airport will be a gateway for visitors not just to the Lake District National Park and the historic city of Carlisle, but also to the Hadrian's Wall UNESCO World Heritage site. Cumbria is far more dependent on tourism than other parts of the UK, welcoming 47 million visitors a year, who bring nearly £3 million to the region's economy and support almost 65,000 jobs.

Willard notes the evidence that visitors who fly into a region spend more on average than other visitors and expresses optimism, in particular, about the potential for visitors from London and Essex, who will be able to fly to the airport after work and still be in time "to have a pint on Ullswater before the sun goes down".

She says that the airport will be important not just for regional connectivity, but also as a "beacon for economic growth"; a point also made strongly by John Stevenson MP, who says that the start of commercial flights will establish Carlisle as a major regional player at the centre of the Anglo-Scottish Borderlands region and who confidently predicts that "we are going to see further investment as a result of this".

Willard's sunny optimism as she and the airport's manager, Paul Martland, put the finishing touches to the plans for 4 July, stand in stark contrast to the "sleepless nights" of 2018, when she was forced to

announce not one, but two delays to the launch date – initially set for June, then rescheduled for September and finally postponed until July this year. She says now that, while it was very difficult at the time for everyone involved, it was right to delay until the airport could be completely confident that all the outstanding issues had been resolved. Most importantly the airport now has a secure roster of air traffic controllers and plans to help attract and train more for the future through its new skills academy, shared with Stobart-operated Durham Tees Valley airport.

Now the focus is on ensuring that everything goes smoothly on the first day from the opening flight to Dublin to the evening flight from London Southend, whose

passengers will include local MPs and journalists. Their Saab 340 aircraft will arrive to a traditional water salute and they will be directed to a celebratory marquee, where the airport's "best friends" have been invited for drinks and canapes. Willard allows that she will certainly be amongst those raising a glass of Pimm's to toast the airport's future success. ■

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*"The airport will be important not just for regional connectivity, but also as a "beacon for economic growth."*

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# UK AIRPORTS BRIEFED ON NEW AERODROME SAFEGUARDING RULES

*Aerodrome safeguarding experts at UK airports have been given an update on new international rules on air navigation safety that will have a significant impact on airports' safety practices and procedures.*

The briefing came from the Civil Aviation Authority's (CAA's) Andrew Badham, speaking at a meeting of the AOA's safeguarding group at Hawarden Airport. Safeguarding managers are responsible for implementing the legal requirements used to ensure the safety of aircraft taking off, landing or flying near airports.

Held on 1 May at the Airbus-owned airport near Chester, the meeting was the ninth in a series organised by Gatwick's Aerodrome Safeguarding Officer, Amanda Purdye, and Heathrow's Aerodrome Safety & Compliance Manager, Simon Vince.

Andrew Badham, who is the Policy Lead Aerodromes at the CAA, gave details of the new concept being developed by the International Civil Aviation Organisation (ICAO) for the future management of obstacles both within and near airports. He told the group that they should prepare for the new rules to take effect with an applicability date expected to be November 2026.

The existing obstacle limitation surfaces (OLS) have their origin in



the 1950's and reflect operational considerations from that time. The Obstacle Limitations Taskforce of ICAO has concluded that they no longer reflect the performance characteristics of modern aircraft and require a radical update. The task force, established in 2014, has concluded that the rules are insufficiently flexible and should be replaced by a new system of Obstacle Free Surfaces (OFS) and Obstacle Evaluation Surfaces (OES). Further meetings of the ICAO task force will take place this year and additional updates will again be provided by the CAA to the AOA safeguarding group.

Jean Francois Soldano, the CAA's Principal Airspace Regulator, gave the meeting an update on instrument flight procedures, the published

procedures used by aircraft on arrival and departure to maintain an acceptable level of safety in operations. He covered standards, regulations and policies and evolving safeguarding guidance. New CAA guidance to crane operators proposes that the CAA should be the first point of call for all crane notifications, instead of the airport.

Catalina Peters, Hawarden's Aerodrome Strategic Planning Manager, hosted an Airbus factory tour for the group. She also gave a presentation on the airport's runway rehabilitation project designed to prepare the runway to accommodate the new Airbus Beluga XL, which enters service this year. With a length of 63.1 metres and a 60.3-metre wingspan, it has 30% more capacity

than the existing Beluga and can carry two A350 wings, instead of one. The first rehabilitation meeting was held with the CAA in 2016 and final testing was carried out in February this year. The presentation covered challenges faced throughout the project and how they had been overcome, including the control of large numbers of contractors and their vehicles without accidents, the control and disposal of hazardous waste and the handover of the runway back to operations.

Oliver Bates, Director of Compliance at SLC Geomatic Solutions, who

specialise in aerodrome surveys, gave a presentation on changes to aerodrome survey requirements. Aerodromes are required to carry out a check survey every year to provide obstacle data and to enable the aerodromes to meet their safety responsibilities.

Paul Allen, Property Risk Inspection Ltd.'s tree specialist, spoke about the tree surveys and mitigation work that the company had carried out at Hawarden and other UK airports. Trees have to be managed to make sure that as they grow they remain

below take off and approach limits and don't infringe on other obstacle limitation surfaces. Surveys are carried out annually to identify and deal with any trees that could compromise flight performance and safety.

Amanda Purdye said that the meeting had been popular and a good opportunity for airports of all sizes to get together to exchange ideas and learn from each other. The next seminar, in Jersey in September, is already fully booked. ■



# FRENCH AND UK AIRPORT CONTRACTORS JOIN AOA

*Two new major airport suppliers have joined the AOA's growing list of non-airport members.*

## **CS Communication & Systems**

is the French leader in air traffic control communication systems and Ryebriidge Construction is the infrastructure maintenance service provider for London Luton Airport.

Headquartered in Paris, listed on the Paris Bourse and with over 2,000 employees, CS is responsible for the modernisation of the air traffic control systems of 25 French regional airports, deploying its voice communication systems for DGAC, the French civil aviation authority.

CS has also provided its radio and

telephone systems at Geneva in Switzerland for Skyguide, the Swiss air navigation service provider.

**Ryebriidge Construction** provides infrastructure maintenance services for Luton Airport and has responsibility for both taxiway and runway maintenance and general airport infrastructure maintenance. It managed a £7m contract at the airport to create four new aircraft stands and to build a new taxiway extension. Its Luton roots are reflected in its sponsorship of the local Championship football club, Luton Town. The company has also

provided services to Gatwick Airport and Redhill Aerodrome, where it realigned the runway.

Daniel Coyle, Managing Director of Ryebriidge, emphasises the company's safety ethos, noting that "working within a 'live' airport environment requires very specific skills, including a demanding level of performance, driven by stringent timing and safety standards. It also requires the ability to liaise closely with key stakeholders, ensuring no disruption to airport services, whilst guaranteeing the job is completed safely, on budget and on time". ■

# AIRPORTS SAFETY WEEK MOST DIVERSE YET

*Airports across the UK helped to make the 2019 UK Airports Safety Week the most varied since the event began four years ago.*

Subjects covered included mental health awareness, wildlife management, remote air traffic control, fire-fighting and high-level window cleaning, with more airports taking part than ever before.

As the 13 to 19 May Airports Safety Week coincided with Mental Health Awareness week, several airports took the opportunity to put the spotlight on mental health - literally at **East Midlands Airport**, where the airport control tower was illuminated with the green ribbon logo, and staff received practical training from Mental Health England on spotting early warning signs. Passengers at the airport were presented with green ribbon wearing teddy bears and entertained by Rock Choir, the world's largest contemporary music choir, raising money for a local mental health group.

Staff at **Jersey Airport** attended a wildlife management workshop and were given guided tours of the airport's ground-breaking digital Remote Tower, located away from the airfield. The airport is the first in the British Isles to achieve approval for the operational use of a digital Remote Tower, which will provide a contingency Air Traffic Control service to the airport's conventional



control tower. The £1.2 million Ports of Jersey investment deploys technology from Frequentis AG and was achieved with project management support from Systems Interface Ltd.

Perhaps the most comprehensive Safety Week programme was provided by **Manchester Airport**, whose five days of activities included a chance to try high level cleaning of windows using a 20 ft cleaning pole, luggage loading on a flight, safe rescues during construction works, heart rate and blood pressure health

checks, the removal of abandoned vehicles from car parks and guidance on desk posture.

**Birmingham Airport's** CEO, Nick Barton, said that safety was the number one priority and emphasised that all employees had a role to play in keeping each other and the working environment safe. For Birmingham's staff there were Foreign Object Debris inspections on the airfield, aircraft pushback demonstrations and motivational safety talks. For passengers and the public there were pop-up safety



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information stands and children's activities, with local school children given the chance to learn about safety from the airport's safety team, the police and the fire service.

**London Southend Airport** took part in Airports Safety Week for the first time, with a programme involving school children and the local community, based on the theme of 'safety throughout the passenger journey'. The programme, which included a series of games, brought together teams from check-in, security, ramp and air traffic control.

At **London Stansted Airport** the emphasis was on airside safety and teamwork, with a programme featuring the Airport Fire and

Rescue Service, Essex & Herts Air Ambulance, into-plane hydrant refuelling, fuel farm storage and ground handling.

**London City Airport** held a popular safety awareness event for local school children at the Royal Docks Learning and Activity Centre, with members of the airport's aerodrome team and aviation policing unit giving children the opportunity to act as fire fighters and police.

At **George Best Belfast City Airport** a packed programme of events included training from the Police Service Northern Ireland on people trafficking awareness, drones, CPR and Defibrillator practice and two fully subscribed and inspirational half

day training sessions from an expert in psychological trauma management on people care in the aftermath of a crisis.

**Belfast International Airport** held fire-fighting demonstrations, **Edinburgh Airport's** fire service held first aid demonstrations and organised a 'Passenger Day' to teach passengers about security and counterfeit goods and **Leeds Bradford Airport** had airside driving workshops.

Across the UK the Week was supported by The Institution of Occupational Safety and Health, the world's biggest health and safety membership organisation, and the Civil Aviation Authority's "We are Safety" brand and its Ground Handling Operations Safety Team. ■





*David Winstanley, CEO  
Biggin Hill Airport*

# NEW CEO PLANS BRIGHT FUTURE FOR LONDON'S BUSINESS AVIATION AIRPORT

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*London Biggin Hill Airport is most well-known for its leading role in the Battle of Britain, but its first-ever CEO is firmly focussed on its future as London's business gateway and aircraft manufacturers' service centre.*

**D**avid Winstanley, formerly Chief Operating Officer at Birmingham Airport, may be only four months into his new role, but his excitement about the potential for growth at London Biggin Hill is palpable as he speaks of "a huge opportunity to preserve our past and history, while delivering our future".

For Winstanley his arrival at the airport on 1 March was a kind of coming home, since his first experience of London Biggin Hill was in 1986, when he passed through the RAF Officer and Air Crew Selection Centre there at the beginning of his 20-year career as an RAF Wing Commander. Today he clearly relishes his new post as "station commander" at London Biggin Hill Airport.

The airport has become one of Europe's most successful business aviation airports and a centre of excellence for aviation businesses. The decision to appoint a CEO, to

follow on from its previous Managing Director, reflects the view of the airport's Chairman, Andrew Walters, that London Biggin Hill is entering a new phase of development, which would he said benefit from Winstanley's "world-class airport management skills". Using a cricket analogy, the CEO described it as "a change of bowler for a changing pitch".

Winstanley has inherited an impressive and enthusiastic management team who presided over a 12% growth in business aviation traffic in 2018 and have welcomed a fast-growing community of aviation companies to the airport's 500-acre site. Today London Biggin Hill has the largest collection of maintenance, repair and overhaul facilities of any airport in Europe. Next year the airport should see the opening of both a new on-site hotel and a new Aerospace and Technology College, giving the airport and London a base for the development and employment of

skilled aerospace engineers.

Growth brings its own challenges and Winstanley is clearly as alive to them as he is to future opportunities. While he foresees further growth later this year, he acknowledges that London Biggin Hill Airport, as with the rest of London, has seen a flattening of the business aviation market in the first half of the year, which he attributes partly to continuing uncertainty over Brexit. He says that London Biggin Hill's management approach gives it the agility to react quickly to changing circumstances and to make rapid decisions.

His confidence about the immediate future rests in part on the intensive efforts that his management colleagues have made to promote the airport's business aviation strengths in its key international markets, including the United States and the Middle East. Asked to give a list of those strengths he ticks off the airport's unique location as



London's only dedicated business aviation airport, its unrivalled six-minute helicopter shuttle service to Battersea heliport ("No other UK airport can offer that"), its extended opening hours (06.30 to 23.00 on weekdays) and its new competitive pricing structure.

Reflecting on the main differences between airports focussed on scheduled passenger flights, like Birmingham, and dedicated business aviation airports, like London Biggin Hill, Winstanley suggests that the most important is that the former are "airline-led", while the latter are "customer-led". He says that, while any airport will emphasise the importance of customer service, for a business airport the daily provision of a highly reliable, efficient, discreet, price- and time-sensitive service to its regular business customers is the critical success factor.

The differences are strikingly evident to any visitor to London Biggin Hill more accustomed to the UK's major scheduled passenger airports. There, success is measured in busy car parks and shopping areas, which are generally the key generators of non-aeronautical revenues for commercial airports. By contrast, at London Biggin Hill success is a silent and empty lounge area that reflects the business traveller's desire to waste as little time at the airport as possible. For the many customers whose onward journey to the centre

of London is in a helicopter parked just feet away from their arriving business jet, their time spent at London Biggin Hill is measured in mere minutes, which is just the way they like it.

It is a very different world to most of the UK's airports and Winstanley sees part of his role as being to work in partnership with the UK's other business airports to educate and inform politicians and regulators about the key role that business aviation plays in the

*Each year London Biggin Hill Airport puts on a community-based "Festival of Flight". This year's event in August is expected to attract 30,000 visitors.*

country's economic success. He thinks that is important both in the context of Brexit, which implies a new urgency in developing the UK's global business links, and in relation to the environment, where he sees business aviation taking the lead in developing innovative and more environmentally friendly types of air travel.

He gives the example of the present-day importance to the business traveller of fast helicopter links and the potential over the next few years for the development of electrical vertical take-off and landing (eVTOL) aircraft. Both are potentially at risk from some London politicians who would like to stop the building of new heliports in the capital and reduce the number of helicopters flying over London. Winstanley sees an important role for his airport in ensuring that policy making in this

area is based on evidence, including an informed understanding that today's helicopters are significantly quieter than earlier versions and that VTOL aircraft will have a much smaller noise impact than the conventionally-fuelled aircraft that they will replace.

On noise, he is also keen to emphasise the importance that he attaches to London Biggin Hill's dialogue with its local community. He notes that the decision to extend the airport's opening hours had local support and expresses pride in the airport's leading-edge and comprehensive Noise and Track Keeping System, which enables residents to identify and track every aircraft movement. He promises his airport's neighbours that London

Biggin Hill will continue to look for ways to reduce its noise impact in the future.

Each year London Biggin Hill Airport puts on a community-based "Festival of Flight". This year's event in August is expected to attract 30,000 visitors. Fittingly, it will take as its theme the 75th anniversary of the D-Day landings and will give pride of place to Dakota, Spitfire and Lancaster aircraft from the RAF's Battle of Britain Memorial flight. With his own RAF background, Winstanley should feel very much at home, reflecting on his airport's illustrious past, even as he plots a clear flight path to its future success. ■



## HEATHROW AIRPORT LAUNCHES BIGGEST CONSULTATION



**H**eathrow Airport has launched what it describes as its “most innovative and largest consultation to date” on its plans for a third runway.

The consultation runs from 18 June to 13 September and responses will inform Heathrow’s application for a Development Consent Order, the planning consent required for the project, which it expects to submit to the Secretary of State for Transport next year.

Urging local people to participate in the consultation, Emma Gilthorpe, Heathrow’s Executive Director for Expansion, said that the airport’s plans showed that it could “grow sustainably and responsibly – with environmental considerations at the heart of expansion”.

The plans to manage the environmental impacts of expansion include a proposed Ultra Low Emissions Zone, a Heathrow vehicle access charge, a proposed 6.5-hour ban on scheduled night flights and noise respite proposals. The consultation document also details the airport’s plans for property compensation and noise insulation.

Heathrow’s consultation seeks feedback not only on how the future three runway airport will operate, but how also on how potential additional flights before the new runway opens could be operated on the existing two runways.

The airport said that it would hold 43 consultation events during the 12-week consultation period. A website would provide information about

the proposals, including videos to explain them and an online feedback form. Heathrow has also invested in new technology to bring the plans to life, including a physical model of the future airport which features augmented reality, sound booths to demonstrate the effect of noise insulation on properties overflown by aircraft and a GCI fly through video. ■

*“The airport’s plans showed that it could “grow sustainably and responsibly – with environmental considerations at the heart of expansion”.*



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## LIVERPOOL AND STANSTED AIRPORTS GET THE FOOTBALL FANS THERE AND BACK

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**A**lmost 8,000 Liverpool fans filled seats on 38 extra flights from their local airport to Madrid and back and the airport welcomed the victorious Liverpool team home with their Champions League Trophy, as they returned from their triumph on the team's Boeing 767.

Meanwhile, on one of the busiest weekends of the year, other Liverpool passengers headed to holiday and city destinations across Europe and enjoyed the same passenger experience as normal, with passengers taking less than 10 minutes to pass through security and over 90% of flights departing on time.

Airport Operations Director, Paul Staples, said it had been “an amazing few days for the airport and all who work here and a fantastic advert for what this airport is capable of. To have been able to accommodate all these extra flights whilst delivering our renowned high levels of operational service for those passengers and airlines using the airport at the same time is a tremendous achievement that everyone who works here is rightly proud of”.

At London Stansted there were 40 additional flights, including the airport's first Airbus 380 passenger

flight, to take supporters from Arsenal and Chelsea to the Europa League final in Baku. With extra flights to Madrid and bank holiday and half term traffic, around 200 additional flights operated, with more than half a million passengers passing through the airport in a week.

That was all before Stansted once again welcomed Air Force One as President Donald Trump and the First Lady arrived in the UK at the start of their state visit. Air Force

One, on its fifth visit to the airport, was handled by Harrods Aviation at their private aviation facility on the opposite side of the airfield to the main passenger terminal. ■

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