

THE AIRPORT

THE OFFICIAL MAGAZINE OF AIRPORTSUK
AUTUMN 2024

OPERATOR

AGS AIRPORTS CEO
calls for SAF support

BELFAST INTERNATIONAL
busiest ever year

SUSTAINABLE AVIATION
moves to new phase

NEWCASTLE AIRPORT
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THE OFFICIAL MAGAZINE OF AIRPORTSUK

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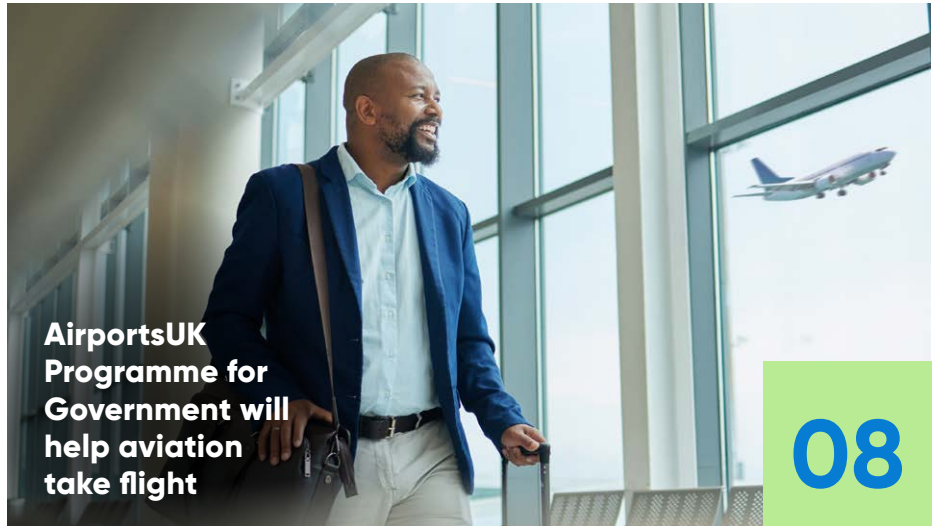
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**AirportsUK
Programme for
Government will
help aviation
take flight**

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KAREN DEE INTRODUCTION TO THE AIRPORT OPERATOR



Hello, and welcome to the autumn edition of The Airport Operator Magazine.

A lot has happened since the last issue of the magazine came out all the way back in May! We have had a General Election and a new government has come in. This has meant the appointment of new secretaries of state and ministers, and different policies and approaches to areas like aviation, the economy and sustainability, to name just a few.

Airports up and the down country have also come through the peak summer period, with overall passenger numbers expected to equal or surpass those seen in 2019. At the time of writing, most airports report that things have gone pretty smoothly, with few disruptive incidents, either to do with operational matters directly or through external actors like protest groups.

And you may also have noticed that we have completed our long-planned rebrand to become AirportsUK, a new name during our 90th anniversary year to take us through into the next 90 years!

Accompanying this has been a new website, and also a small redesign of The Airport Operator magazine to take account of these changes. Having said all of that, it is amazing how, despite all this change, many things stay the same. Of course, we continue to work incredibly hard at AirportsUK, representing the interests of UK airports and collaborating on various pressing issues with members. This includes work on airspace modernisation, which featured so prominently in the Labour party's election manifesto.

We also continue to push the Government to make good on its support for SAF, which we were delighted to see mentioned in the King's Speech, following extensive campaigning before and during the election campaign. We have reached out to all new and returning MPs with airports in their constituencies, as well as engaging with the relevant new secretaries of state and ministers since their appointment.

Meetings are going into diaries, while dialogue with officials is also returning to normal since the necessary reduction through the pre-election period.

And planning is well underway for our programme of engagement for the upcoming party conference season, with a very different feel to the gatherings to that we experienced last year. This is all to ensure that aviation's place in the life of the UK is recognised and appreciated. Up and down the country, airports create jobs, bring in investment, help businesses import and export goods, and visitors to the UK, as well as those from these shores seeking sunnier climes elsewhere, fly in and out in their millions.

We all want these benefits to persist and to grow, through sustainable expansion, encouraging more carriers to put on more routes to and from the UK, and to put airports at the heart of the UK's transport network. So, we will be continuing to push the new government to enable this, through streamlining the planning system, arguing against increasing taxes, making it more straightforward and welcoming for tourists, and ensuring all the working parts of air travel are resilient and well resourced. If the new government listens to our messages and advice, then airports and aviation can continue to grow and play a significant role in the economic growth that government says it is committed to encouraging.

In this issue of The Airport Operator magazine, we have interviews with Andrew Bell, chief executive of Regional and City Airports, Andy Cliffe, chief executive of AGS, and stories on our recent sustainability and upcoming security conferences.

We have contributions from Neil Robinson, the new chair of the Sustainable Aviation coalition, and from Rupinder Pamme, AirportsUK's policy manager on the reinstated 100ml regulations. There are also articles on AirportsUK's new Programme for Government document and profiles of some of the most relevant secretaries of state and ministers in the new cabinet.

I do hope you enjoy reading all this and look forward to seeing many of you at one of our upcoming events.

Karen Dee
Chief Executive

ANDY CLIFFE

AGS AIRPORTS CEO URGES SCOTTISH GOVERNMENT TO SUPPORT ROUTE DEVELOPMENT AND SAF PRODUCTION IN SCOTLAND

Andy Cliffe, CEO of AGS Airports, is calling on the Scottish Government to help grow connectivity, cut emissions and secure Scotland's competitiveness

Welcoming the Scottish Government's new Aviation Statement, which "sets out, for the first time, the strategic importance of aviation to Scotland", Cliffe told The Airport Operator that what he would like to see next are "concrete actions that will deliver our collective ambition of growing connectivity while reducing emissions and ensuring Scotland is not at a competitive disadvantage".

Firstly, he said "it is important to have a joined-up 'Team Scotland' approach to route development support and destination marketing to be able to showcase the

country on the world stage. Within this, there needs to be a regional focus that amplifies the sectoral strengths and differing offerings each of our cities provide".

Secondly, he said that Scotland is "well placed to take a lead on SAF production in the UK, both at Grangemouth and at St Fergus in Aberdeenshire. The Scottish Government has established a SAF working group, and we expect the output from that to be clear actions on how we can stimulate investment in SAF production in Scotland, which both help to decarbonise the sector and create new jobs".

Cliffe also welcomed action by the

new UK Government, to promote sustainable aviation fuels. He said it was "very welcome to see the party bring forward the primary legislation needed for the SAF revenue certainty mechanism as well as setting out the details of the SAF mandate. This clear commitment to supporting SAF, coupled with the £100m in funding it confirmed for new green aerospace projects, sends a very positive and early signal of intent from the new Labour administration. Alongside this, it is also important we see early progress on Labour's manifesto commitment to progress airspace modernisation".



Our airports welcomed 10.5m passengers in 2023 and we expect that number to increase close to 12m this year. At Glasgow alone we have secured 20 new services over the past 12 months and significantly enhanced our European destination and leisure markets.

AGS Airports owns and operates Aberdeen, Glasgow and Southampton airports. Cliffe sounded an optimistic note about their steady post-Covid recovery in passenger numbers. He said "Our airports welcomed 10.5m passengers in 2023 and we expect that number to increase close to 12m this year. At Glasgow alone we have secured 20 new services over the past 12 months and significantly enhanced our European destination and leisure markets. The extended runway at Southampton is already yielding hugely positive results in terms of new routes and Aberdeen is also on a clear trajectory of growth".

All three airports have enjoyed their busiest summer since 2019. Cliffe said "it appears passengers still value their annual summer break, and our airline partners have responded to that demand with additional routes and services. Jet2 added an eighth based aircraft at Glasgow this year, easyJet added a sixth and TUI increased its base from four to six aircraft resulting in 180,000 additional seats for the summer".

Discussing the impact of the runway extension at Southampton Airport, he said that one of the main drivers has been to enhance the region's connectivity "and this is exactly what we have been able to achieve since the work was completed in August last year. The response from airlines has been hugely positive. KLM, easyJet, Eastern Airways and French regional carrier, Chailair, have all added additional services. In the case of easyJet, it launched new services to Alicante, Faro and Palma and our commercial team is working on a host of other opportunities that will help further enhance Southampton's domestic and international links".

Asked about the group's progress towards achieving its sustainability



Since 2018 we have reduced our direct carbon footprint by 65% and work on what will be the largest airport-based solar farm in Scotland is well underway.

goals, Cliffe said he was "pleased to say that we are making tangible progress. Since 2018 we have reduced our direct carbon footprint by 65% and work on what will be the largest airport-based solar farm in Scotland is well underway. The 40-acre ground-mounted solar farm at Glasgow will be built in phases to accommodate the current and future demand of the airport as well as neighbouring businesses which will be able to access low-cost, green energy. We are also looking at similar renewable schemes at both Aberdeen and Southampton".

Looking further ahead, Cliffe said he believes that hydrogen is becoming an increasingly viable option for regional and short-haul aircraft. He said, "as a regional airport group that serves the Highlands and Islands, as well as the Channel Islands from Southampton, we are ideally

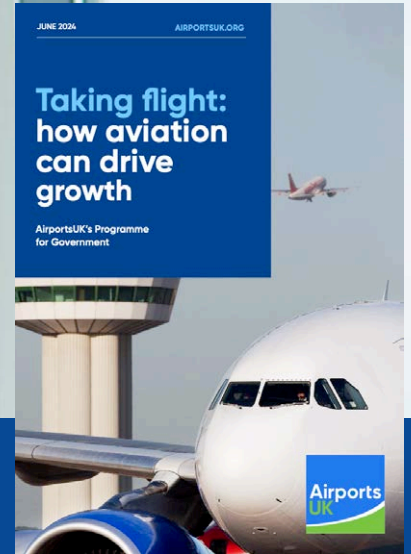
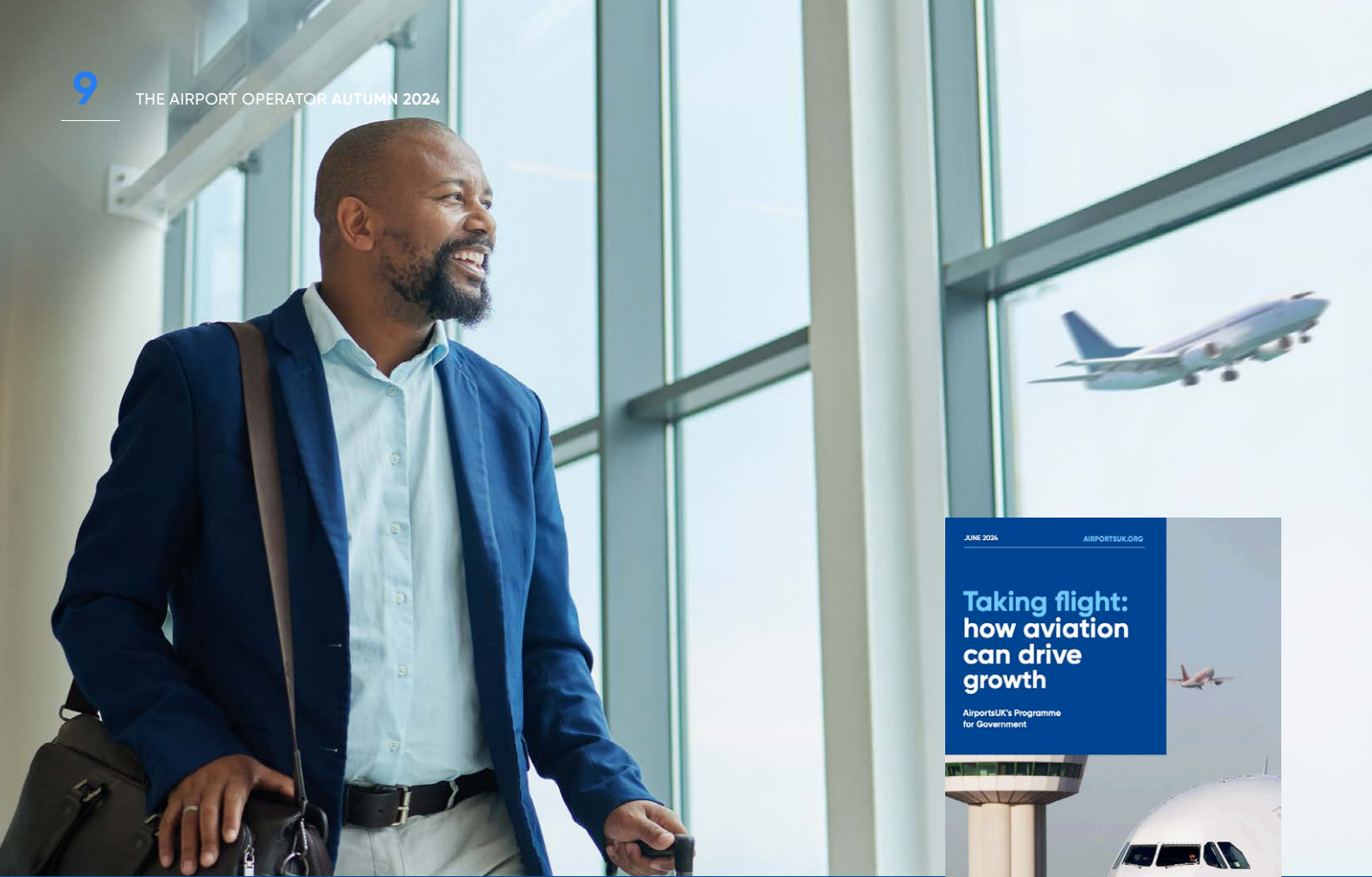
placed to be a testbed for zero emission flight".

With funding from the Scottish Government, Glasgow Airport has established a hydrogen innovation hub consortium to test the feasibility of a hydrogen production, storage and distribution hub that would support zero emission flight. A key part of the study is to consider how the Glasgow hub could be replicated across AGS and around the world. The project aims to create a blueprint for combining an onsite energy hub with distribution to local users, including aircraft and ground handling equipment on the airfield and landside vehicles such as vans, trucks and buses operating across the terminal and beyond.

Meanwhile, in the health sector, the AGS-led Project CAELUS, funded by Innovate UK, has been working with NHS Scotland and the Scottish Ambulance Service to

test how drones might be used to respond to cardiac arrests. With 8,000 people in Scotland estimated to have an “out of hospital” cardiac arrest every year, the project team is testing the feasibility of delivering automated external defibrillators via drone technology to these patients. ■





PETER CAMPBELL - HEAD OF PUBLIC AFFAIRS & MEDIA

AIRPORTSUK PROGRAMME FOR GOVERNMENT WILL HELP AVIATION TAKE FLIGHT

Peter Campbell, AirportsUK's head of public affairs & media, outlines how aviation can deliver the economic growth prioritised by the new government

As we all know, air travel is a key enabler of economic growth, helping tourists come and go, helping businesses access new markets, bringing in new investment and creating jobs, and carrying goods in and out of the country. According to new analysis carried out by Steer for AirportsUK, this is worth over £53 billion of gross value added (GVA) to the UK economy, while a further £95.6 billion of the nation's GVA depends on air freight exports. There is much more our airports, and the wider aviation sector, can do, however, to support the new government make good on its promise to prioritise economic growth. What is needed is for ministers and officials to ensure three core principles sit at the heart of all their thinking and decision-making, namely stable, sustainable and affordable. Stable tax, economic, political and regulatory environments will mark the UK out as an internationally competitive place to invest and do business. Our position as a green aviation leader can be boosted, delivering more investment, skilled jobs, energy security and cleaner flights. And aviation can continue to be accessible to all, with global connectivity while the UK remains a great place to come, with a warm welcome for visitors. Ensuring that future policy decisions adhere to one or more of these three pillars will help UK aviation grow sustainably and help the country's economy expand. For every 10% increase in UK connectivity, we see a 0.5% increase in GDP through increased business tourism, freight, leisure travel and helping families and friends remain in touch. There has already been positive news about the government's commitment to sustainable aviation fuel (SAF), with legislation on a revenue certainty mechanism announced in the King's Speech and renewed assurance on the



Peter Campbell

SAF mandate. Now we will be working with the new government to support hydrogen and electric flight through research and development funding that will help us meet our net zero goals. AirportsUK welcomes the new government's commitment to review and reform the UK's planning system to make it easier for infrastructure projects to gain approval. As nationally significant assets, airports stand to gain from this, and we will be pushing ministers to recognise this through continued commitments to making best use of existing facilities and to look favourably on projects that improve access to terminals. We will also be working hard to help the government deliver on its manifesto commitment to deliver airspace change through a new organisation that will coordinate modernisation plans and funding across the UK. This will bring the UK's motorways in the skies into the 21st century, enabling new, more efficient routes while bringing further respite to communities around airports. All of this, however, is dependent on ensuring the UK's aviation sector remains an attractive, competitive one in the face of global competition. This means

ensuring that our tax system enables our airports to invest through its capital programmes, encourages visitors to come and spend money here, and has the professional, well-resourced, secure borders and immigration regimes that is fit for purpose. Of course, we are in the process now of engaging with new ministers (more on them elsewhere in this issue) and MPs, briefing them on the important role airports play locally, regionally and nationally. This is also an opportunity to highlight all the excellent work being done by airports on issues such as net zero and climate change, delivering economic growth and helping local communities, and what can be done to increase these efforts even more.

By raising awareness in this way, by influencing the new generation of policymakers who have found themselves in Westminster following the election, we want to ensure there is a body of support for your priorities. These will, we are continuing to say, deliver on the new government's commitment to improve economic growth in turn, and keep the UK at the forefront of the world's aviation sector. AirportsUK's Programme for Government is the foundational document for the next two years of our engagement with Whitehall. It will be how we judge the current government on its commitment to aviation and growth, and will set the tone for the next decade of UK connectivity. [It can be downloaded by clicking here.](#) ■

Stable tax, economic, political and regulatory environments will mark the UK out as an internationally competitive place to invest and do business.

BOURNEMOUTH AIRPORT, EXETER AIRPORT & NORWICH AIRPORT

BOURNEMOUTH AIRPORT HEADS FOR RECORD PASSENGER NUMBERS AS ITS NEW CARGO BUSINESS ALSO EXCEEDS EXPECTATIONS



Bournemouth Airport has had “the fastest recovery post-Covid of any UK airport”



Andrew Bell, CEO of Regional and City Airports, which owns and operates **Bournemouth Airport** (as well as Exeter and Norwich airports), told The Airport Operator that the airport had “the fastest recovery post-Covid of any UK airport”. It is forecasting a passenger total for the current year of 1.1m, compared to 880,000 in the year before the pandemic, which would be the highest that the airport has ever achieved.

The growth has been achieved by both Ryanair and TUI adding capacity and is expected to accelerate next year when Jet2 will open its 12th UK base at the

airport. Bell said the success could be attributed to “perseverance and ingenuity”, with Bournemouth making a compelling case about demand in its wealthy and populous catchment area at a moment when all three airlines were able to take advantage of it.

Meanwhile, Bournemouth’s cargo business, established during the pandemic in response to the need for the NHS to import supplies quickly, is also “doing really well, way ahead of our expectations”, Bell said, describing it as “a completely new string to the airport’s bow”.

Bournemouth’s cargo-based

operator, European Cargo, has been investing in its freighter fleet by converting A340 aircraft and Bell said that “we on our side have been investing and will continue to invest in the infrastructure necessary for cargo handling”. The airport is heading towards 30,000 tonnes of cargo in the year ahead, with up to two flights a day, including long-haul flights from China.

Bell said that the airport had effectively created “a new gateway” for UK freight, with the proposition being that goods coming into the UK can be effectively into the road network far quicker from Bournemouth



than if they went through an established cargo hub in the belly of a passenger aircraft. "That proposition has gained a lot of traction and momentum" he said "and that is what is really driving our growth profile now. It is the old 'faster and cheaper'."

He acknowledged that **Exeter Airport** is "a completely different story. Its recovery from Covid has been fundamentally different because its based airline, which was Flybe, doesn't exist anymore". Passenger numbers, 949,000 pre-Covid and forecast to be 490,000 in the current year, are only about half of what they were.



Flybe's domestic network has now been largely fully replaced, so the connectivity is largely restored, but with lower frequency. Bell said he expects that domestic business travel will continue at lower levels than before. "Taking a day trip to Scotland from the south west for a meeting has been replaced by getting on a Teams call and doing it that way" he said.

Looking ahead, "the area of real growth and opportunity for Exeter, as we see it, is around international leisure and visiting friends and relatives. We have been putting a lot of work in with TUI, which has led to their announcement to introduce a second based aircraft next summer, which is fantastic news for the airport and for the public in the region, and we don't think that is the end of that story. There is growing momentum with Ryanair. We are still at very early stages of our growth and relationship with Ryanair. Beyond that, there are other connections,

particularly into Amsterdam and Paris, that we are confident that we will secure in the fullness of time".

At **Norwich Airport** passenger numbers are almost back to where they were pre-Covid, with a forecast of 450,000 passengers in the current year, compared to 500,000 before the pandemic.

Ryanair launched its first flights from the airport this summer to Alicante, Faro and Malta, which Bell described as "a watershed for Norwich Airport. Norwich has never had a low-cost carrier operating in its history. For us to enter into the partnership that we now have with Ryanair to start services from Norwich has been an enormous step forward. So it is a very significant development for Norwich. It is the first summer and it is a small operation relatively speaking, but it is the start of what we hope will be a growing relationship with that carrier".

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Asked about the new Labour Government, Bell said, "I think their stance towards aviation generally is positive" and he offered three suggestions for actions they could take to further support regional airports in England.

Firstly, he said "one of the key issues, which is a fundamental barrier that we all have to contend with is planning. For the opportunities that we have, either as an airport specifically to develop airport-related infrastructure that is too great for permitted development rights or to develop adjacent to an airport, the planning process is just slow and cumbersome. If the planning system could be speeded up, then naturally everything that everyone wants to do could get speeded up as well".

Secondly, he mentioned the apprenticeship levy, which will become the responsibility of a new Skills England agency. Currently money is taken directly from a company and put in a pot to be earmarked for use in training apprentices, but Bell said that "in our industry it is very difficult to find relevant apprenticeships to deploy that funding. The problem is at the moment we can't spend the money and so we end up just having to give it back".

"We are really keen on working with the Government on the skills agenda" he said "and the ability to repurpose the apprenticeship levy into approved training and qualification pathways that will benefit regional airports. Air traffic controllers would be a good example of where there is a clear need for skilled practitioners to fulfil the requirements of today, let alone tomorrow, but the training mechanism for delivering them is complicated. It is a question of evolving the policy, rather than scrapping it or redesigning it completely".

Thirdly, he said the Government should "develop the opportunities that regional airports present to provide the incubators for future flight, including all the processes and functionality that are going to be required for whichever form of energy and power supplies an aircraft in the future, be it electric or hydrogen. Regional airports could be more formally identified to make sure that they are fully able to play that role in the future. As national infrastructure, which is what regional airports are, they have a very important role in providing the research centres for the aviation of tomorrow".

He cited as an example a collaboration between Exeter

Airport, TUI and Cranfield University on the carbon footprint of turnaround operations, with a mission to develop a zero-carbon aircraft turn. Bell described it as "a very interesting project in its relatively early stages. We have a long way to go, and we are learning a lot as we go through that process."

The three partners, working with the support of the Civil Aviation Authority, are planning a demonstration day this autumn to identify what turnaround carbon savings are currently achievable and what remains to be done. Bell said "we have the space and the management bandwidth and the appetite to do these sorts of things as a regional airport. We can try and get to the point where we have proven the concept, and we have also written all the rules as to how that concept gets rolled out more widely and then it is 'rinse and repeat'. Everywhere else like Exeter can go 'well I don't have to design any of that myself. It has already been done for me.'" ■

Sponsored by:



Airport Sustainability Conference



26-27 June 2024

AIRPORTSUK SUSTAINABILITY CONFERENCE

AIRPORTSUK HOLDS MAJOR CONFERENCE ON SUSTAINABILITY

Policy Director, Christopher Snelling reports:

It was a delight this summer to hold AirportsUK's first major conference on sustainability matters in many years.

Over 70 airport sustainability colleagues and supply chain members attended the two-day event on 26 and 27 June in Newcastle. Sponsored by Air bp, Egis and Vanderlande, the event allowed for extensive networking and relationship building over coffees, lunches and dinner – with the weather even allowing for drinks outside in the evening.

The core of the event was the speeches, presentations and panels that gave expert information on a wide range of topics that airport sustainability teams are having to deal with today.

The event was opened by

Alice Andreasen, Newcastle International Airport's Chief Sustainability and Communications Officer, who welcomed everyone to the city and highlighted the excellent work done by the airport on its solar farm, improvements to biodiversity, transforming its vehicle fleet and renewable energy options.

The opening keynote was from **Neil Robinson** of MAG, speaking in his role as the incoming Chair of the Sustainable Aviation (SA) coalition. He set out where he sees SA and the industry needing to work to make progress and to demonstrate to Government and the public that progress is being made.

The first half of the conference was focused on the role of airports in enabling aviation decarbonisation. A major panel session saw **Jenny**



Neil Robinson

Kavanagh, the Chief Strategy Officer at Cranfield Aerospace Solutions, discuss the work needed from airports to get started on hydrogen flight. **Jack Keegan**, Bristol Airport's Airside Safety and Compliance Manager, reported on their piloting of zero emission equipment. The Sustainable

Aviation Test Environment (SATE, the UK's first low-carbon aviation test centre, located at Kirkwall Airport in the Orkney Islands) discussed their work to enable zero emission flight.

Alina Viehweber, Senior Sustainability Consultant at ICF, also presented on the role and importance of Sustainable Aviation Fuel and how UK airports can support the transition to low carbon fuels. **Martin Lane**, UK General Aviation Account Manager at sponsor Air bp, reported on what his company can do for airports in this area.

The next part of the conference moved into addressing other issues – as sustainability is, for airports, not just about carbon, and the conference reflected this.

Maria Hardy, Biodiversity Net Gain Senior Policy Adviser at Natural England, briefed the event on the biodiversity net gain requirement that now affects all development proposals. **Katie Jones**, Sustainability Manager at Jet2holidays, talked about how we must not forget about managing waste if we are to achieve true sustainability. She reported on the imminent new guidance on international cabin waste that should help increase recycling rates. Ricardo's **Rob Hinks**, Associate Director, Energy and Environment, discussed the hot topic of PFAS (per- and polyfluoroalkyl substances)

and how airports can deal with this environmental challenge. Heathrow's **Matt Prescott**, Head of Carbon Strategy, talked about air quality and the importance of working with local communities to highlight improvements and agree further solutions. He noted that SA will be doing more work in this area to understand and help airports address the issue.

We then moved back towards carbon issues, with more of a focus on airports as operations themselves. **Rahul Desai**, Principal Consultant Technology and Innovation, at UK Power Networks Services, discussed electricity – both the decarbonisation of generation and the work on supply to industrial sites. A panel session led by **Simon Morris**, Head of Local Energy Systems at Ricardo and featuring **Jessica Briggs**, Head of Sustainability at Edinburgh Airport and **Matt Prescott** from Heathrow focused on carbon reporting and the challenges sustainability managers at airports face.

Vicki Hughes, Associate Director and Head of Sustainability, at sponsor, Egis Aviation, presented on the work her company is doing in this space, and **Andy Harrington**, Quality and Sustainability Manager and **Mary Luzelle Boado-Berger**, UK Sustainability Manager, from sponsor, Vanderlande, reported on how they are supporting airports on the drive to decarbonisation.

There was a presentation from **Kim**

Yates, UK and Europe Sustainability Lead, at Mott MacDonald (who are working on the feasibility of zero emission airports for the UK Government) on Mott's findings from across the world.

The climax of the whole event was a panel session with airport leaders reflecting on their work to decarbonise their own operations. **Mark Edwards**, Head of Sustainability at Gatwick, **Matt Prescott** from Heathrow and **Jack Ravenscroft**, Sustainability and Carbon Manager at Newcastle discussed their work in the UK, whilst **Vicki Hughes** from Egis brought experience from their airports abroad. Topics included energy use, heating, construction projects, airport vehicles and surface access.

After the sessions were finished, there was an excellent add-on event with a tour of Newcastle Airport's solar farm for many of the event's attendees which proved highly enjoyable.

It was an excellent event from which all seemed to get good value. AirportsUK will look to hold the event again in two years' time. We would like to thank the members for supporting the event with their attendance, Air bp, Egis and Vanderlande for making the event possible with their sponsorship, and the city of Newcastle for being an excellent venue for us all. ■



NEW MINISTERS' PROFILES

CONTINUITY FROM OPPOSITION TO GOVERNMENT AS LABOUR TAKES OFFICE

AirportsUK's head of public affairs & media, Peter Campbell, profiles the new office holders who will be key to aviation in the next parliament



The transport team



Rt Hon Louise Haigh MP,
Secretary of State for Transport
(Sheffield Heeley)

Appointed shadow transport secretary in November 2021 then secretary of state in July 2024, Haigh has already demonstrated she is aware of the issues facing airports and understands our positions. She recognises the role that airports can play in delivering Labour's priority of economic growth and supports the work of the industry to meet its net zero commitments.

Much of her focus is likely to be on rail and buses, leaving the aviation side of her brief to Mike Kane in his role as aviation minister. Haigh has, however, said that she is keen on the consumer experience across all transport types, including accessibility issues, wants to focus on interconnectivity between different modes of transport and on regional airports.



Mike Kane MP,
Minister for Aviation
(Wythenshawe and Sale East)

Mike Kane will be very familiar to most of us in the aviation sector, having held the portfolio in opposition since April 2020 and now in government. During that time, he has engaged extensively with industry figures, including AirportsUK and has an excellent knowledge of all the issues that are affecting the sector.

With an airport in his constituency, he is acutely aware of the impact they have on local areas and is keen that they continue to play a positive role while working hard to mitigate the negative aspects. As such, he is a big supporter of airspace modernisation and the potential benefits this could bring to residents, as well as the wider impact this will have on net zero targets.



The Treasury



Rt Hon Rachel Reeves MP, Chancellor of the Exchequer (Leeds West and Pudsey)

The first woman to hold the office of chancellor, Reeves trained as an economist and worked at the Bank of England, at the British Embassy in Washington DC and at Halifax Bank of Scotland before entering parliament in 2010. She was appointed shadow chancellor in May 2021 before taking up residence in 11 Downing Street following the 2024 general election.

Reeves has acknowledged she is a big fan of Gordon Brown from his time as Chancellor and she wants to bring his iron discipline on spending to her time at the Treasury. There will be no extra money for anything without her say-so, and she will have a laser focus on growing the economy as a first step towards supporting public services. She has already indicated she might be in favour of airport growth, subject to any plans meeting planning and environmental criteria.



Rt Hon Darren Jones MP, Chief Secretary to the Treasury (Bristol North West)

Jones joined the shadow cabinet in September 2023, having been first elected to parliament at the 2019 general election and served three years as chair of the Commons business committee. In this latter role, Jones drew positive coverage for holding government ministers to account, while also ensuring businesses themselves were brought before MPs to account for their actions.

In his present role, Jones will be responsible for overseeing the spending review process in general and the infrastructure spending by departments in particular. Like Reeves, his boss in the Treasury, he will be keeping a close eye on requests for more money and how it will promote growth across the wider economy.



James Murray MP, Exchequer Secretary to the Treasury (Ealing North)

Murray's portfolio at the Treasury includes business tax, customs and VAT, making him a key contact when it comes to business rates, arrivals duty-free and tax-free shopping. He has already said that he is open to hearing proposals for changes to the tax regime, as long as there is the evidence that it will be revenue neutral or better.

His career prior to his election to parliament in 2019 included time as deputy mayor of London for housing and as a councillor for Islington council, where he held the housing and development brief. He also gained experience of parliament working in the office of Islington MP Emily Thornberry.



Business & energy



Rt Hon Jonathan Reynolds MP, Secretary of State for Business and Trade (Stalybridge and Hyde)

A key ally of the chancellor, Reynolds holds a strategically important position given the government's stated aim to prioritise economic growth. He and Reeves spent much of the past two years engaging with business to understand the challenges it faces, while also seeking to reassure that a future Labour government would be on its side and not seeking to hamper its activities.

Since Labour's election win and Reynolds' appointment to the cabinet, he has continued this engagement and wants the world to see the UK as a business-friendly place. He views the 'trade' part of his portfolio as an equal to the 'business' side and wants to grow the number of trade deals the UK is part of, while helping companies access new markets for their goods and services.



Rt Hon Ed Miliband MP, Secretary of State for Energy Security and Net Zero (Doncaster North)

Not traditionally seen as a natural friend to aviation, Miliband led Labour's work on the green new deal while in opposition and has often been sceptical about our sector's plans to meet our net zero targets. His tone has, however, tempered somewhat over the past two years.

Despite his antipathy towards aviation, Miliband has spoken positively about the prospect of reopening Doncaster Sheffield Airport. Additionally, now that he is in government we can hope that he softens in the face of positive arguments about the role that SAF, hydrogen and electric can play in decarbonising air travel, while also seeing the benefits to the UK's energy security of growing our own domestic fuel supply industries.



Sarah Jones MP, Minister for Industry (Croydon West)

Labour in opposition made a strong commitment to implementing a new industrial strategy aimed at providing certainty, taking a sectoral approach and overseen by a council providing expert advice. Jones has been tasked with leading on this work, having held the brief while in opposition and has been engaging with industries across the UK to develop the strategy and council.

She has previously spoken positively about aviation at events held in parliament in terms of the role it plays in the UK, but also as a sector in which the country enjoys an international advantage. She should be a key engagement priority as she develops the industrial strategy, particularly to ensure aviation's place in it. ■

RUPINDER PAMME - AIRPORTSUK POLICY MANAGER

AIRPORTSUK SEEKS NEW CERTIFICATION PROCESS FOR NEXT GENERATION SECURITY EQUIPMENT

- but warns that "a positive outcome could be some months away"

AirportsUK Policy Manager, Rupinder Pamme, reports on the Government's decision to reintroduce 100ml liquid restrictions at UK airports:

On Sunday 9 June 2024 the Government announced a decision to reintroduce the 100ml liquid restrictions at all UK airports – affecting those who had started to utilise the benefits of Next Generation Security equipment. This change was stated as temporary to allow further improvements to be made to the new scanners. Airports quickly highlighted that this had caused an increase in rejection rates, longer queues and more liquids confiscated.

Airports reiterated that safety and security is always the top priority but criticised the way



Rupinder Pamme

Government implemented and then communicated the policy as an unsatisfactory way to work with industry. AirportsUK communicated this frustration in a letter to the then Transport Secretary Mark Harper

MP, signed by CEOs representing over 30 airports. A press release, was also circulated and picked up across several media outlets, including the BBC.

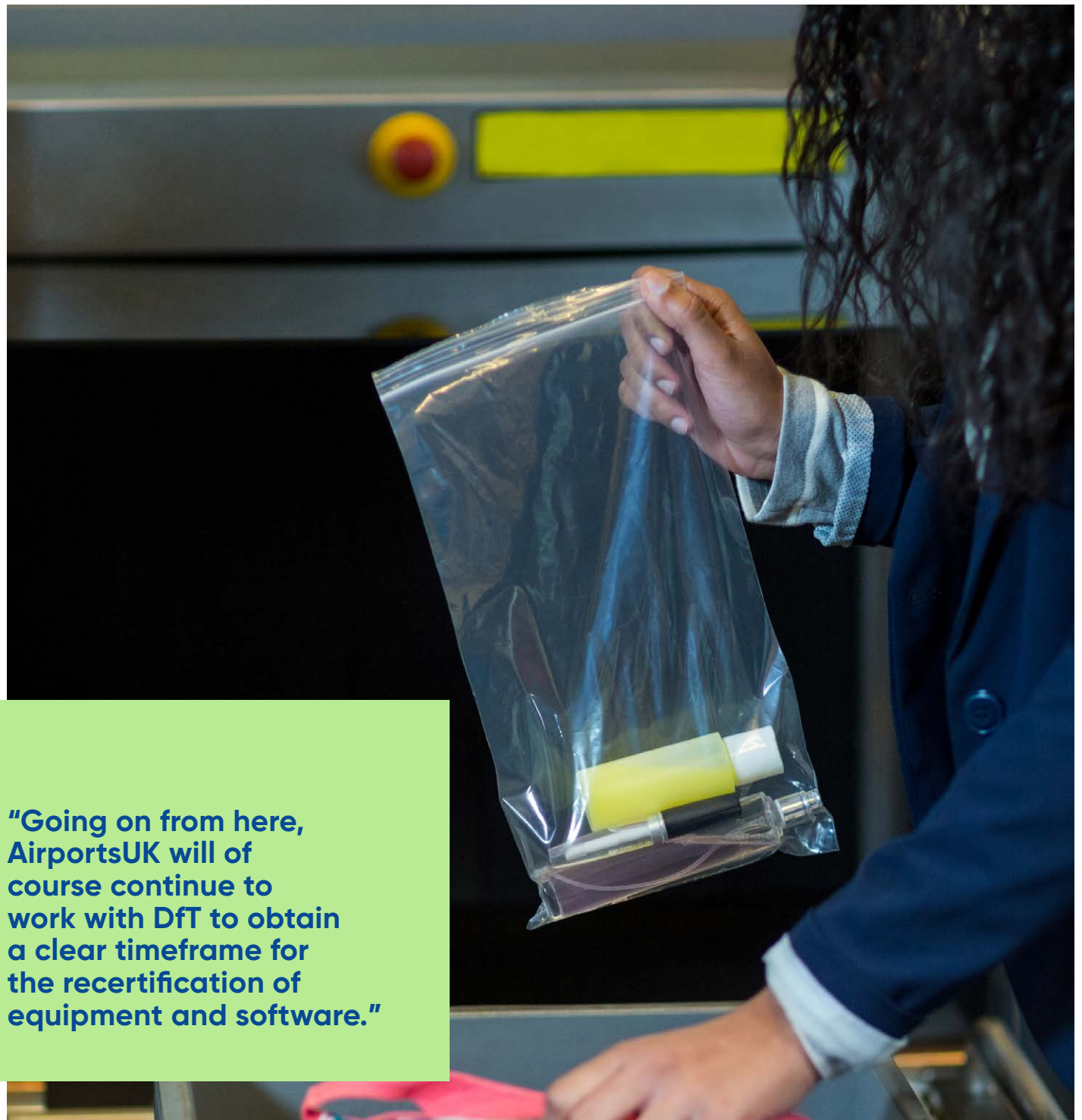
AirportsUK worked with members on recommendations that DfT could implement that would support efficiency in security operations in light of the restriction. We welcomed the department's decision to enact most of these, which have been assisting airports operationally over the busy summer period. We are grateful to our airport members who, despite this challenging time, were able to provide data to support our

submission.

Airports have spent hundreds of millions of pounds on the NGSC investment programme, which is multi-faceted and complex. Undertaking such significant change while seeking to maintain as far as normal operations for passengers has been a major challenge.

Going on from here, AirportsUK will of course continue to work with DfT to obtain a clear timeframe for the recertification of equipment and software. The restrictions have reduced the time available for operational planning, equipment testing and training of staff, and introduced additional risk factors for airports as they implement their upgrade programmes. Thus, a new

certification process is urgently required so that manufacturers' changes can be approved as quickly as possible. We note, however, that a decision has also been made at EU level to restrict liquids in hand baggage to 100 ml, similarly to the UK. It does seem that a positive outcome could be many months away. ■



"Going on from here, AirportsUK will of course continue to work with DfT to obtain a clear timeframe for the recertification of equipment and software."



HIGHLANDS AND ISLANDS AIRPORTS LIMITED (HIAL)

NEW HIGHLANDS AND ISLANDS AIRPORT CEO PLEDGES TO MAINTAIN AIR CONNECTIVITY FOR THE COMMUNITIES IT SERVES, WHILE TACKLING FINANCIAL PRESSURES



Sumburgh Airport

Paul Kelsall, CEO of Highlands and Islands Airports Ltd (HIAL) since 20 May, is promising a renewed focus on cost effectiveness, without impacting safety or value to customers

He told The Airport Operator “Our strategic focus to continue to deliver safe and compliant airports that will support essential air connectivity for our communities will remain. One of the biggest challenges for HIAL, like most other organisations across the country, is the financial pressures that we will continue to face for the foreseeable future”.

Kelsall said that “HIAL’s focus over the past year on scrutinising business and operating costs, increasing commercial revenue and developing new revenue streams, while being as efficient and effective as possible has paid dividends. We will continue what we have begun with a renewed

focus on cost effectiveness, and a grass roots focus on efficiencies and cost controls, without impacting safety or value to our customers. Every day we will strive to ‘do more with what we have’”.

He said that his aim and vision would be to “continue to focus on providing safe, secure and efficient services to our customers and support that essential connectivity for the communities across our operating area. Safety continues to be our number one priority. HIAL has a good safety track record, and we will push with a renewed focus to explore where we can improve our safety performance across all areas of the business”.

Despite the challenging financial background, HIAL has continued to invest in improving airport infrastructure to sustain the longevity of all its airports, and recently made substantial investments at four of its eleven airports – Inverness, Islay, Kirkwall and Stornoway. Kelsall said “Most of our airports were built to support military operations during World War II and consequently the base infrastructure is ageing and requires significant investment to modernise and maintain our safe operation”, but he stressed that “any investment we make will be carefully planned within our strategic framework, protecting our core activities, maintaining and



Paul Kelsall

"Safety continues to be our number one priority. HIAL has a good safety track record, and we will push with a renewed focus to explore where we can improve our safety performance across all areas of the business".

developing airport infrastructure and services at the same time as developing potential commercial revenue streams to build resilience".

HIAL's most recent passenger numbers are up to almost 1.5m. Kelsall said that passenger confidence had returned steadily since Covid, which had been reflected in increased numbers across the HIAL network in the past couple of years. It was possible that changing passenger behaviour might impact on passenger numbers, but he still expects to see "a steady return to pre-pandemic levels in the not too distant future".

Orkney and Shetland are now connected to Heathrow for the first time and Dundee's link to Heathrow has been restored. Kelsall

said "Connections to London are particularly important for our business and local communities. The introduction of the routes to Heathrow means that the people and businesses of Orkney, Shetland and Dundee

can use their local airport to connect to the UK capital and to fly worldwide to the global destinations that Heathrow offers. These scheduled connections also provide connectivity and access to some of the most scenic areas of Scotland for visitors and tourists".

He added "We were delighted to see the popularity of the recent reintroduction of the Majorca flights from Inverness with TUI. Other destinations to Scottish key cities and islands, London, Manchester, Amsterdam and Belfast are also busy".

Commenting on HIAL's progress in meeting its sustainability objectives, Kelsall said "We are progressing well on decarbonising our airport operations and contributing to the Scottish Government's ambition for the Highlands and Islands to become a Net Zero Aviation Zone by 2040. We have introduced energy efficient lighting in buildings across our airports. Solar powered aerodrome ground lighting is in use at Campbeltown

Airport, and we currently have a programme to introduce more energy efficient aerodrome ground lighting at both Kirkwall and Inverness airports, which will reduce energy consumption by up

Inverness Airport





to 80%. Work is underway on the potential installation of solar power at Inverness and Dundee airports”.

Kelsall has enjoyed a long career in aviation. His flying career started in the Royal Navy, where he worked on search and rescue operations. He then moved into the commercial sector with Bond Offshore Helicopters, who provided search and rescue capability in the North Sea for the offshore oil and gas industry. Throughout his career he had regularly visited HIAL airports, and he said had “always been impressed by the professional, friendly and high-quality services that the teams across HIAL provide”.

After three months in post as CEO at HIAL he said “My first impression is that our people make HIAL what it is. Our teams deliver the service we provide with an envious level of pride and passion. Their dedication to supporting transport connectivity, particularly between the more remote communities, is second to none. Team HIAL regularly go above and beyond what is expected of them to provide the very best service. I see this right across the organisation, which makes me very proud”.

HIAL is a public corporation wholly owned by the Scottish Government responsible for the management and operation of eleven regional airports serving some of the most remote communities in Scotland. The airports are Barra, Benbecula, Campbeltown, Dundee, Inverness, Islay, Kirkwall, Stornoway, Sumburgh, Tiree and Wick John O’Groats. ■

Map of HIAL Airport Locations
Kirkwall Airport
Stornoway Airport

Welcome to London

↑ Departures



LONDON SOUTHEND AIRPORT

LONDON SOUTHEND AIRPORT EXPECTS TO BE "THE FASTEST GROWING AIRPORT IN THE UK" AS EASYJET OPENS NEW BASE THERE

London Southend Airport

Departures & Arrivals ↑



The airport's Business Development Director, Nigel Mayes, sees "a window of opportunity in the next four to five years"

He told The Airport Operator that he expects the airport's future growth trajectory to be "very steep" as it seeks to return to and then exceed its pre-Covid passenger numbers. Mayes said, "We have a window of opportunity in the next four to five years as there is no other capacity that is going to come on stream in the London market during that period".

London Southend served close to 2.3m passengers in 2019, but only 150,000 last year, improving to 300,000 this year. Next year, however, the numbers are expected to grow to around a million, with easyJet adding

ten new sunshine destinations – Almeria, Antalya, Dalaman, Enfidha, Gran Canaria, Malta, Marrakesh, Pisa, Reus and Tenerife – when it opens its three A320neo base next summer.

The A320neo aircraft within the based operation, Mayes pointed out, will be 15% more fuel-efficient and there will be 50% reduced noise during take-offs and landings. They will also have the

capability to fly to destinations over four hours from the airport.

Mayes said "adding to the existing destinations that we have got from easyJet, these new destinations put us back on a growth trajectory – we will be the fastest growing airport in the UK. The trajectory will be very steep. We have got an ambition to get back to 2m and our terminal capacity is 3.5m. Our

London Southend served close to 2.3m passengers in 2019, but only 150,000 last year, improving to 300,000 this year.



Nigel Mayes

new owners, Carlyle and Cyrus, have an ambition to fill the existing terminal, but we feel that we can very quickly grow it from there onwards. We probably only need 3 to 4% of the London market to bring those passenger numbers up to 5m".

He said that the airport is working hard to secure other airlines, with an initial focus on low-cost carriers, but also other carriers and destinations that would like to get access to the London market but don't have it at the moment, including regional cities in Denmark, France and the Netherlands. Mayes said that London Southend is in discussions with cities at the other end of these routes, building on its pre-Covid experience of successful short sectors served by turboprop aircraft. "We know the routes that work. There were some very strong

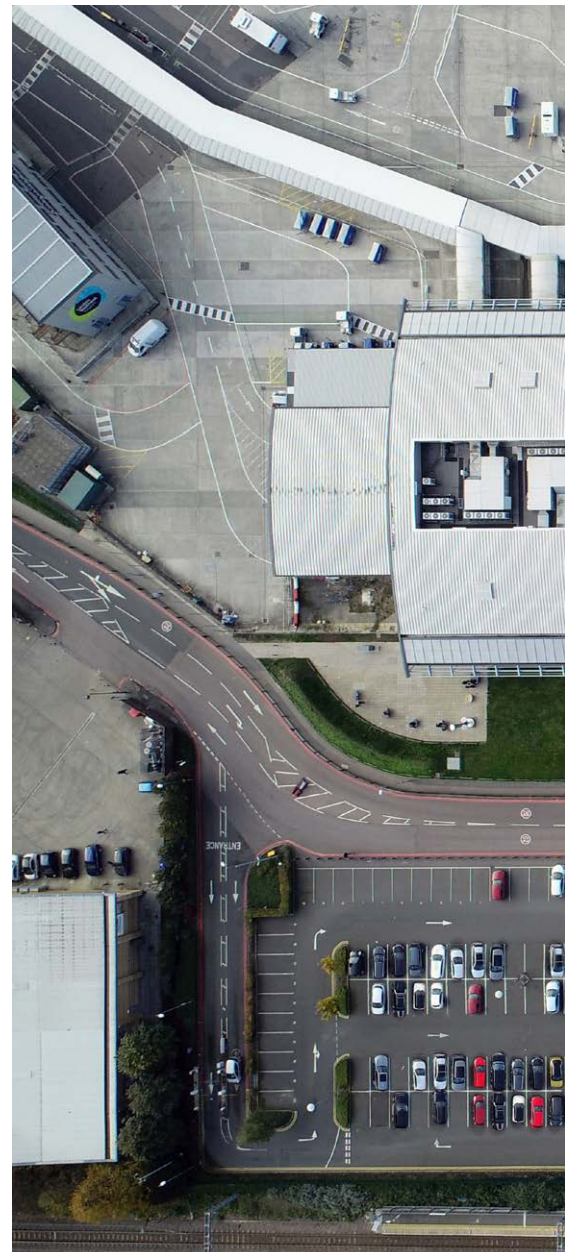
routes in that network that were good for us, and we would like to replace some of that regional flying" he said.

Mayes said that the biggest opportunity for the airport is "to capture more of the London market and certainly to expand the catchment area to the east of London, particularly around Stratford. We have a train link to Stratford station, which is 43 minutes from our on-site railway station, with connections via the Elizabeth Line for people across east London. That area has been the fastest growing in London. The population around Stratford has grown 40% over the last decade".

Asked about the airport's biggest challenge, he said that this is to raise awareness of the convenience of London Southend for both airlines and passengers. He said that some airline

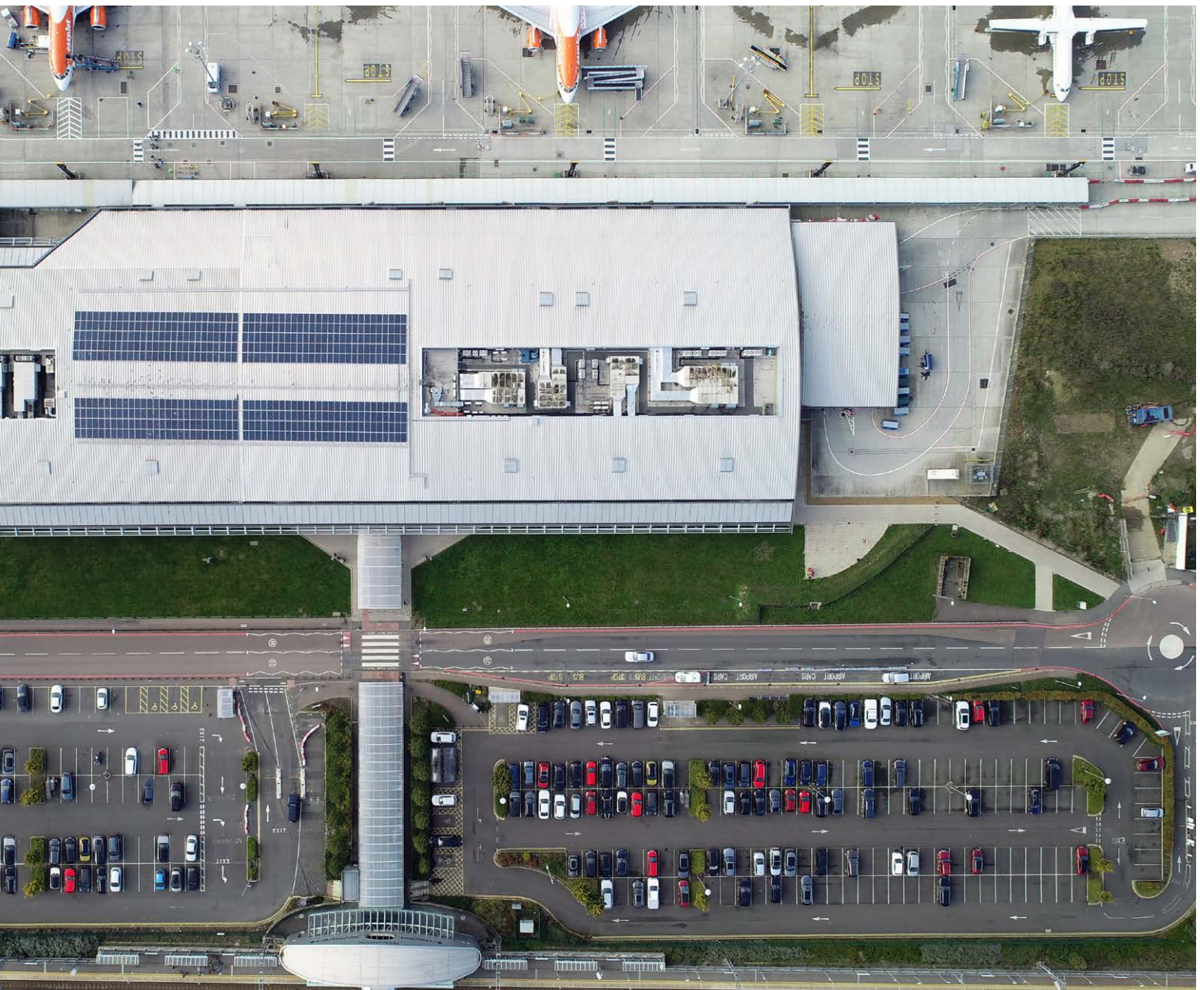
executives and travellers are unaware that the airport is only 52 minutes by train from Liverpool Street station, with six trains an hour at the peak, and that it is as close to the centre of London as Gatwick, Luton and Stansted airports.

Global investment firms, Carlyle and Cyrus Capital Partners, announced in February that they are recapitalising the airport and will provide up to £32m of new funding. Mayes said "what it does is it provides long-term financial security for the airport. We are extremely confident in their commitment and the stability



"Adding to the existing destinations that we have got from easyJet, these new destinations put us back on a growth trajectory - we will be the fastest growing airport in the UK."

this will provide ensuring our growth plans will be realised". Carlyle have said that their funding "secures the airport's long-term future for the benefit of all stakeholders and ensures the airport is well-positioned to thrive". ■



SUSTAINABLE AVIATION

SUSTAINABLE AVIATION MOVES TO A NEW PHASE

Neil Robinson, MAG's Chief Sustainability Officer and new Chair of Sustainable Aviation, outlines his views on where the industry coalition should go next

It has been clear to me, just over the past few weeks, that the Sustainable Aviation coalition has a key role to play in the sector's efforts to meet its net zero commitments over next few years. We seem to be moving from a period of discussion and development into one of delivery and upscaling as the new Government commits to continuing the policies of its predecessors, in terms of developing ways to fly sustainably.

It is a testament to the work of the coalition that Sustainable Aviation Fuel (SAF) enjoyed a prominent mention in the King's Speech, as ministers confirmed the details of the incoming mandate and stated that a bill legislating for a revenue certainty mechanism would be introduced. These two measures have been key priorities for Sustainable Aviation, and I was delighted to see the new Government take onboard our arguments about their necessity in order to move forward.

The economic prize for the UK of leading aviation's transition to a sustainable future is certainly one worth reaching out for. As well as securing aviation's role connecting



Duncan McCourt

the UK to the global economy, facilitating trade, investment, and personal travel, our plan for a net zero sector could generate up to 60,000 new jobs in a UK sustainable aviation fuel industry, and increase UK aerospace's economic contribution from £8.4bn today to over £37bn by 2050.

Work will obviously continue for us engaging with ministers to help ensure delivery on the commitments laid out in the King's Speech. There are also several other key objectives that Sustainable Aviation will be speaking to government about, not least airspace modernisation, a key aspect of our net zero



Neil Robinson

roadmap and one that featured in the Labour party's General Election manifesto.

I am clear we need all parts of the plan to meet our net zero roadmap – core elements of these are that we need both hydrogen and SAF.

We will be continuing to press government to ensure that the UK's position as a world-leading innovator in aerospace technologies is maintained. This will obviously include collaborating across Whitehall and industry on investment and regulatory environments that support research, development and industrialisation of hydrogen and electric fuel technologies.

Although slightly further away than SAF, in terms of timescales, they are a vital part of the roadmap to net zero.

The focus, however, is also set to move to one of delivery now as well. To guarantee that the UK can access adequate supplies of SAF while enjoying the benefits of a domestic industry, we must now all work together to deliver commercial production at scale. This will involve breaking ground on the first UK SAF plants over the next year and securing assurances of a fair share of the materials

needed to produce it.

Discussions will also need to ramp up about the provision of infrastructure at airports to deal with hydrogen and electric fuelling, as well as the safety regulatory frameworks around them. While SAF as a drop-in requires little in the way of new guidance and hardware, other types of fuel will need different storage and transportation methods, training of staff to handle it, and procedures for dealing with safety concerns.

All of this means that the

challenges Sustainable Aviation faces, while still in pursuit of the same goal, are beginning to subtly shift. We, as a coalition, must recognise this and be nimble enough to shift to meet them. I am delighted to see that, as part of this, we have just appointed our first Chief Executive, Duncan McCourt and moves are afoot to establish Sustainable Aviation on a more formal legal basis. I am also pleased to be taking on the role of Chair as the organisation makes this pivot and we begin delivering sustainable flight. ■



Our plan for a net zero sector could generate up to 60,000 new jobs in a UK sustainable aviation fuel industry, and increase UK aerospace's economic contribution from £8.4bn today to over £37bn by 2050.

WELCOME TO



BELFAST INTERNATIONAL AIRPORT

Powered by VINCI



BELFAST INTERNATIONAL AIRPORT

BELFAST INTERNATIONAL AIRPORT CELEBRATES BUSIEST EVER YEAR

Domestic and international traffic grow strongly as the airport embarks on a transformative £100m investment programme

CEO, Dan Owens, told The Airport Operator that the airport is expecting “well over 6.5m passengers by the end of the year” (compared to 6.27m in 2019) following its best ever summer driven by the increased capacity of its key airline partners: easyJet, Jet2, Ryanair and TUI. Owens, who became CEO following the retirement of former Managing Director, Graham Keddie, in March this year, said the airport has “a very positive story to tell” as both domestic and international traffic continue to grow strongly.

On domestic traffic, “the fundamental building block of our business”, he noted that the airport has flights to “all 16 key cities” in Great Britain, with its four busiest routes being to Manchester, Stansted, Gatwick and Edinburgh. easyJet now has nine aircraft based in Belfast (compared to seven pre-Covid) and Ryanair has returned to the airport with a two aircraft base serving well over a million passengers this year. “Having the additional operator in terms of Ryanair alongside easyJet in the domestic market has really shored up the capacity” Owens said.

International traffic has also grown strongly, with Jet2 adding a fourth based aircraft and upgrading its fleet from Boeing 737-400s to 737-800s offering additional capacity. New international routes from the airport have been launched this year to Bodrum, Budapest, Larnaca, Malta, Marrakesh, Milan, Porto, Prague and Tunisia. TUI has announced that from June next year it will operate a new direct flight to Cancun in Mexico.

Owens is also keen to emphasise the scale of the investment programme funded by the airport’s owners, Vinci, which is designed to redevelop and transform Belfast International.



Dan Owens

The airport is expecting “well over 6.5m passengers by the end of the year” (compared to 6.27m in 2019) following its best ever summer driven by the increased capacity of its key airline partners: easyJet, Jet2, Ryanair and TUI.

“Part of that plan is around refreshing existing assets” he said “but also around growing capacity. It includes both a just-opened new security hall, a new walk-through duty-free and enhanced passenger experience in terms of our gate routes and our lounges, additional work out on our airfield as well as decarbonisation. We have increased our capacity through immigration by over 50%. It is a huge plan, and we are in the early stages of a transformation of the airport”.

Decarbonisation is a key element of the investment programme which will enable the airport to meet its target of reducing the emissions under its direct control by two thirds by 2030. Earlier this year Belfast International announced that it will cut its carbon emissions from diesel

vehicles and emergency standby generators by 90% by swapping the fuel for hydrotreated vegetable oil. When these vehicles are retired from use, they will be replaced by electric vehicles, with over 10% of the airport’s fleet already fully electric.

As part of its £100m investment programme the airport is also making investments to support airlines in their decarbonisation, including the planned installation of fixed electrical ground power for aircraft. In the summer this will be powered by the airport’s solar farm, which provides up to two thirds of the airport’s summer power needs and around a third on an annual basis.

Surface access is also an area of focus following the recently published all-island strategic rail

review (covering both Northern Ireland and the Republic of Ireland), which included a recommendation that Belfast International should be connected to the rail network. Owens said "it would definitely be a benefit to our passengers to have an additional way of travelling to and from the airport, so the recommendation is very much welcome. It would also be sustainable and help with our decarbonisation, but we want to make sure that the network is operating a frequency that delivers for our passengers". In August he met Northern Ireland's Infrastructure Minister, John O'Dowd, who had confirmed that "they are looking to develop the rail connection in the coming years".

Belfast International is talking to both the devolved administration and the UK Government about other steps that they could take to support the airport's development.

Following the UK's exit from the EU, duty-free shopping from airports in Great Britain was extended to include EU destinations, but this did not apply to Northern Ireland airports. Now Belfast International, Belfast City and Derry airports have made a joint plea to the UK Government and the EU to extend this to Northern Ireland's airports. They said that the inability of Northern Irish airports to sell duty-free goods to passengers travelling to the EU was "already resulting in an estimated £5m loss each year". Owens said "duty free is something that we are all very passionate about. We think that the inequality that our passengers face is completely unreasonable and not justified".

The Northern Ireland airports are also continuing to campaign for a level playing field with the Republic of Ireland on Air Passenger Duty (APD), currently



Airport External Perspectives

zero in the Republic. Owens said "APD in the Republic doesn't exist and our passengers pay APD travelling into Europe, so therefore you have a big disadvantage in terms of the cost to operate. We are looking for parity, for equality, for a fair deal. Strong support from the local executive would definitely help in terms of trying to drive that forward and it is something we are actively engaging on as well".

In addition, Belfast International is looking for support from the devolved administration to develop its route network, specifically a route development scheme to start a regular scheduled service to North America. There are currently no such services from Belfast to the US or Canada, but Owens said "we think a North American route is very much viable and we are looking for some route

development funding to get that route off the ground. We believe a regular route to the east coast, whether that is Boston, Toronto, JFK or Newark is very much a viable route and would support both inward investment and the hospitality sector in Northern Ireland".

Finally, Owens said that, like other UK airports, Belfast International is looking to see recognition from the new UK Government of airport security as a qualification. He said "we have a large workforce and therefore we are a large contributor to the apprenticeship levy. A high proportion of our workers are security officers and providing a formal recognition of that qualification would help with attracting and retaining staff to those roles, but also recognise our contribution to the levy and allow us to deploy that for our training". ■

UK AVIATION SECURITY CHIEF TO DELIVER KEYNOTE ADDRESS AT AIRPORTSUK SECURITY CONFERENCE

The Department for Transport's Aviation Security Policy and Strategy lead will be the headline speaker at this month's AirportsUK Security Conference.

Deputy Director, Chris Selim, leads the teams in the Department responsible for coordination and delivery of the UK's aviation security strategy and has responsibility for the UK's domestic and inbound aviation security policy.

He will deliver the keynote address at the two-day conference being held at The Radisson Hotel, York, on 18 and 19 September. Leeds Bradford Airport CEO, Vincent Hodder, will give an industry perspective, while global security risks and challenges will be discussed by Billy Shallow, ACI World's Senior Director, Security,

Technology and Innovation.

A conference session on airport policing and protests will feature speakers from the police, the Department for Transport and Gatwick Airport.

Another session on Next Generation Security will include speakers from Heathrow, Isle of Man, Liverpool and Luton airports and manufacturers will also provide their perspective, with speakers from Leidos Security Enterprise Solutions and Rapiscan Systems.

From the UK Civil Aviation Authority, Senior Aviation Security Advisor, Rachel Sowerby, will speak about processes, timelines and trends in incident reporting.

A session on what digital identity and biometrics mean for airports will be led by SITA's Sales Director, Julie Reeve and its Director, Government and Industry Relations, Andy Smith.

Other conference sessions include business advisory firm, BDO, discussing risk assurance mapping and Arup speaking about human factors in security.

The [conference programme](#) is now online and final names and topics are being added. Airports UK is grateful to the conference sponsors: [Dallmeier](#), [ICTS UK & Ireland](#), [Leidos Security Enterprise Solutions](#) and [Rapiscan Systems](#). ■



Billy Shallow



Chris Selim



Vincent Hodder

AIRPORT SECURITY CONFERENCE
| 18-19 SEPTEMBER 2024

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Dallmeier **ICTS UK & IRELAND** **leidos** **Rapiscan systems**

Airports UK



AOA REBRANDING

AIRPORTSUK – A NEW ERA FOR THE NATIONAL VOICE OF UK AIRPORTS

Founded in 1934, the Airport Operators Association (AOA) has adopted the trading name of AirportsUK with a new modern logo and website, www.airportsuk.org, to mark the transformation.



Airport UK's Chief Executive, Karen Dee, said "This rebranding reflects our growth and evolution over the years, aligning our identity with the current and future needs of our 53 member airports and reflecting both the progress we have made and the ambitions we hold for the future".

She emphasised that the new look does not signal any change to the organisation's vision and mission. "Our vision is of a vibrant airports' sector which can maintain sustainable growth, sufficient to meet the social and economic needs of the UK. Our mission is to engage with Government, regulators and opinion formers at devolved, national and international level to secure public policy which delivers on our vision. We play a leading role in promoting aviation security, economic development, operational safety and environmental sustainability and in doing so contribute to the continued successful development of UK airports and aviation".

Dee said that the whole organisation and membership, which includes 100 associate members representing a wide

range of suppliers in the aviation industry, were excited to be a part of the new brand, adding "This rebranding is more than just a name change – it's a commitment to our future, our members and our industry. It comes at a time when airports and aviation more generally are working hard to deliver sustainable growth, to reduce their impacts on communities and to be seen as the positive drivers of economic prosperity they are".

The rebrand coincided with the launch of AirportsUK's Programme for Government, "Taking flight: how aviation can drive growth", which is addressed to the new UK Government and to the new House of Commons.

In her foreword to the Programme Dee said: "UK aviation stands at a crossroads. The next four years will be pivotal if the industry is to

fulfil its role in the growth of the country. The prize for anyone willing to reach for it, includes more jobs, more investment, more wealth and choice for the country and its citizens. What is required is a government willing to implement the right programme to help develop this".

The AirportsUK Programme calls on the Government to adopt three key principles to guide its approach – stability (a stable tax, economic, political and regulatory environment), sustainability (support for the industry's net zero plans) and affordability (policies to ensure that the benefits of aviation can be enjoyed by as many people as possible).

AirportsUK is the organisation's new trading name. Its registered company name remains Airport Operators Association Ltd. ■

"This rebranding reflects our growth and evolution over the years, aligning our identity with the current and future needs of our 53 member airports and reflecting both the progress we have made and the ambitions we hold for the future".



AQUILA

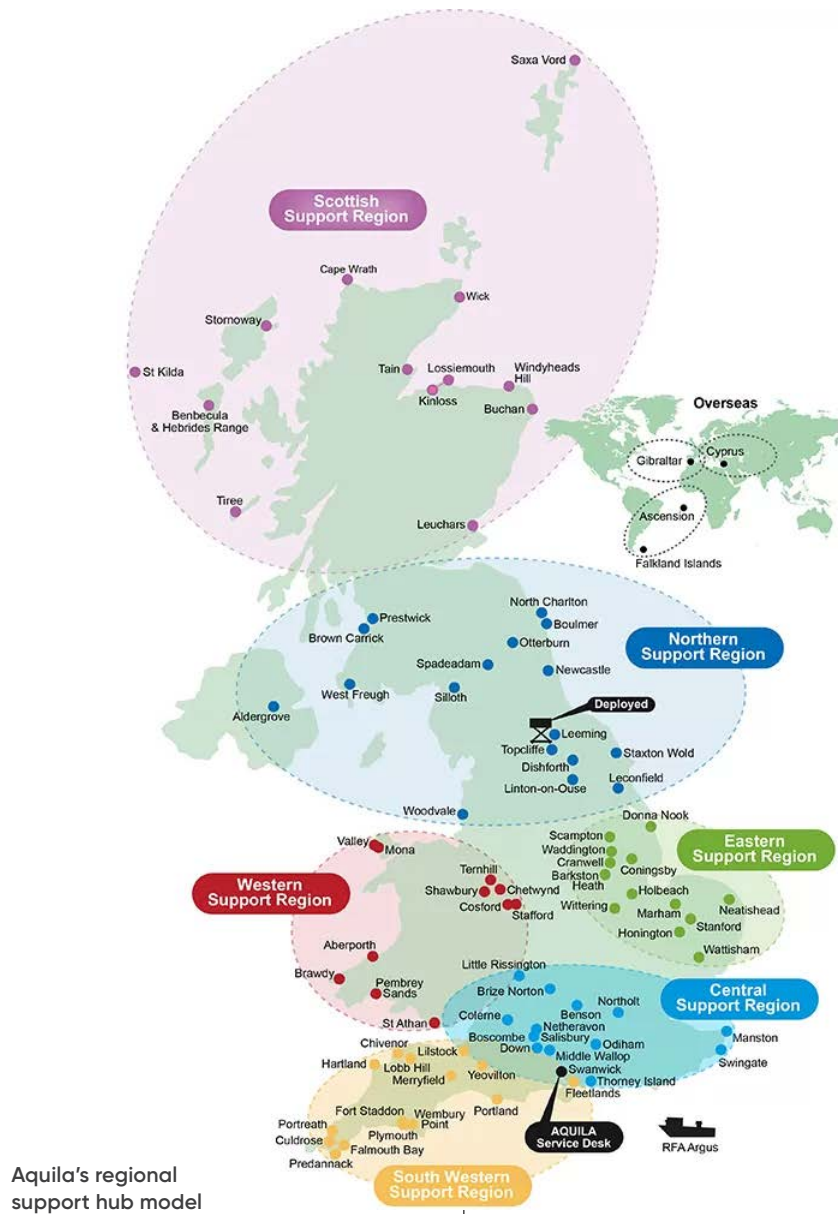
AQUILA: THE NEW NAME IN UK AIRPORT AIR TRAFFIC SUPPORT

Business Development Manager, Lewis Mitchard, reports on how the company can support UK civil airport operations

Across the UK, we are seeing a growing shortage of specialist Air Traffic Engineers. Against this backdrop, as part of its support to UK Defence, Aquila has developed a country-wide network of engineers and is ready to increase its coverage to support UK airports.

Aquila is a relatively new company formed as a joint venture between Thales and NATS in 2014 to deliver Programme Marshall to the UK Ministry of Defence (MoD). Programme Marshall is a 23 year, £1.5bn programme designed to support the entirety of the MoD's airfields across the UK and overseas, including an upgrade and replacement of its air traffic management equipment, and preventative and reactive maintenance out to 2037.

To deliver Programme Marshall, Aquila has developed a regional support 'hub' model, enabling us to reduce the costs of air traffic management support while increasing responsiveness to bring improved reliability of the systems we deliver to the UK MoD.



Aquila's regional support hub model

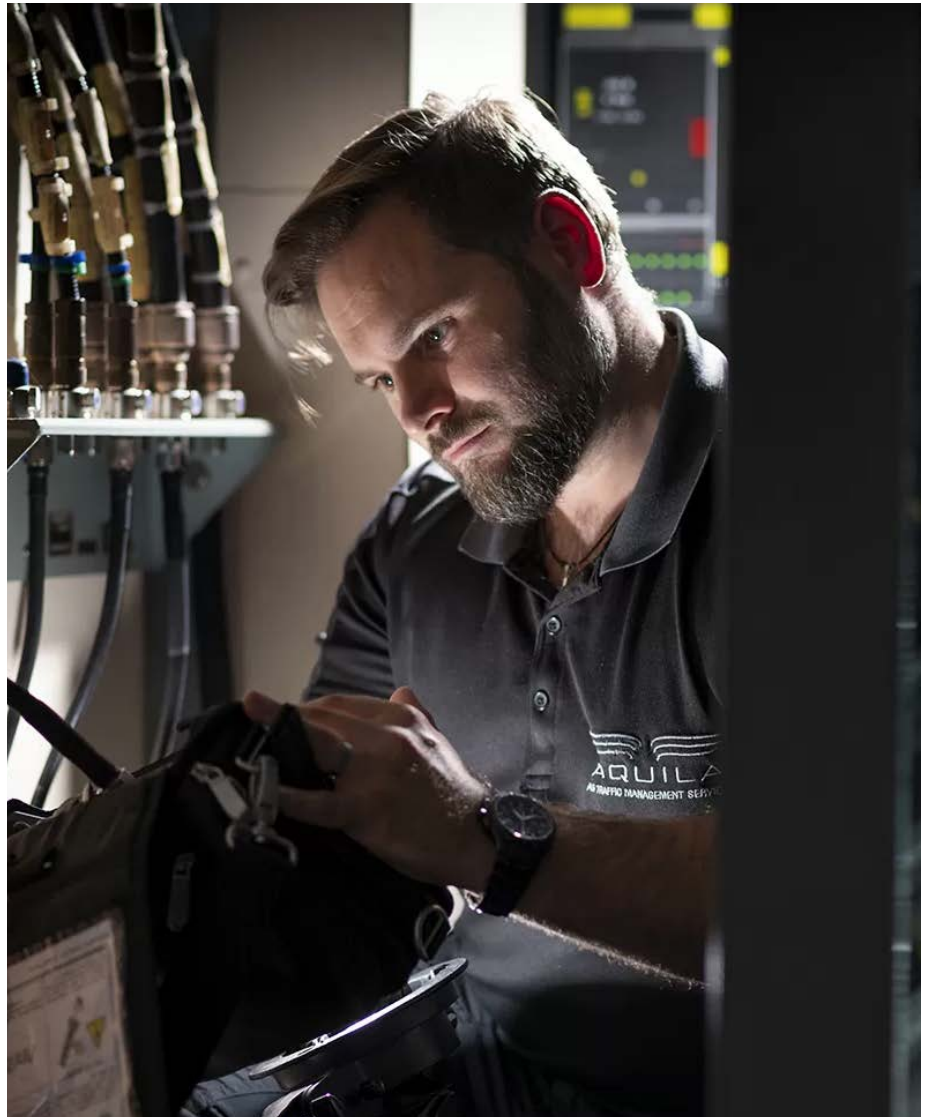
Supporting over 60 sites and 20 airfields, our UK hubs and overseas locations are staffed by over 140 Air Traffic Safety Electronics Personnel (ATSEP) engineers, meaning we can be highly flexible and responsive to deliver fast support solutions. We are routinely exceeding the contracted 95% availability targets for Air Traffic Services. Our support model enables us to maximise asset performance and realise through life cost savings for our customer.

This service is all backed up and supported by a 24/7/365 service desk based at our headquarters in Whiteley, Hampshire. As well as monitoring equipment across the MoD estate, the service desk coordinates the routine engineering work and proactively deploys our engineers to attend any reported faults in UK locations within three hours.

With our UK MoD offering performing well, Aquila is looking to use this experience to grow into new markets. Given the footprint and skillsets within our engineering network, we believe we are ideally placed to support civil airport operations through supporting improved radar and air traffic system availability at lower cost via the economies of scale we bring to the table. Our primary objective is to support the delivery of critical services and enhance airport operations.

WHAT CAN WE OFFER?

We understand that airport operators are exposed to a variety of complex challenges. We have a proven track record in providing reliable support across all Communication, Navigation & Surveillance systems (CNS) and Air Traffic Management (ATM) technical domains and appreciate the criticality of getting equipment up and running again as soon as possible.



We can support airports by:

- Retaining key technical and operational personnel
- Building a knowledge base of specialised ATM systems
- Delivering training and development
- Reducing the risk that comes with managing a network of smaller contractors and/or specialised in-house teams

We offer a fully tailored suite of asset replacement and through-life outsourced support solutions, including:

- Support for latest generation and legacy ATM and CNS
- End-to-end capability including systems planning, installation, maintenance, upgrades, repair and decommissioning
- Advanced health and usage monitoring of customers' assets
- Provision of fully qualified ATSEP engineers supported by a dedicated Training Academy
- Provision of MoD surveillance data feeds that have the potential to reduce the costs of closing radar coverage gaps.



SUSTAINABLE FOCUS

Alongside our airport offering, Aquila is dedicated to supporting the UK Government in its target to increase windfarm development by 2030.

We are working with windfarm developers and the MoD to overcome any air traffic related challenges caused by major windfarm developments. Our focus is ensuring that aviation and sustainable energy can coexist.



Aquila's role in ensuring aviation and sustainable energy can coexist in the UK



Aquila's fully regulatory compliant 3 phased approach to windfarm mitigation

Today, through our three-phased approach, we are:

- Acting as a trusted partner supporting windfarm developers and stakeholders
- Assisting at each stage of the windfarm development process by leveraging our close associations with the UK MoD, the Military Aviation Authority and NATS
- Delivering enduring and cost-effective mitigation solutions that meet all regulatory requirements whilst minimising the risks to aviation.

If you believe that Aquila could support your airport operations, please visit our website (www.aquila-atms.com) for more information and our contact details. ■

Aquila is a Gold Member of AirportsUK.

CLOSE TO 40 AIRPORTS SUPPORTED UK AIRPORTS HEALTH AND SAFETY WEEK 2024

The best initiatives will be recognised at an awards ceremony next month at the AirportsUK offices

Adele Gammarano, AirportsUK airport regulation, safety and operations manager, said the week, which took place in May, “continues to be a cornerstone in the UK aviation industry’s efforts to advance safety standards and cultivate a culture of continuous improvement. The collaboration and dedication demonstrated by all participants highlighted their ongoing commitment to creating a safer, more secure aviation environment for everyone”.

This year’s Health and Safety Week was supported by the UK Civil Aviation Authority (CAA) and the Health and Safety Executive and sponsored by aviation services provider and AirportsUK Gold Member, Leidos.

Jon Round, head of airspace, aerodromes and air traffic management at the UK CAA, said “Aviation remains one of the safest sectors, but by fostering a culture of safety awareness and continuous improvement we can ensure the wellbeing of

passengers, staff and the entire aviation community. UK Airports Health and Safety Week always serves as a crucial reminder of the importance of maintaining rigorous safety standards at our airports and we were pleased to support the week and the various events that took place at UK airports”.

This year airports organised events and activities centred around three key safety themes:

- **personal protective equipment, ensuring that all personnel are adequately equipped to carry out their duties safely, reducing the risk of accidents and injuries**
- **working at height, promoting best practices and safety protocols to prevent falls and accidents during tasks performed at elevated positions**

- **airside environment safety for staff and passengers, enhancing safety measures within the airside areas of airports to protect both employees and travellers.**

The 2024 awards ceremony will take place at the AirportsUK offices (Kings Buildings, 16 Smith Square, London SW1P 3HQ) at 1.30 pm on 1 October, with awards being distributed across three categories: large, medium and small airports. Last year’s winners of the awards were London Luton Airport (large airport), Belfast City Airport (medium) and Farnborough Airport (small). ■

Jon Round



Nick Jones



NEWCASTLE AIRPORT

NEWCASTLE AIRPORT INVESTS OVER £20M AS PASSENGER NUMBERS GROW AND AIRLINES ADD NEW ROUTES

The airport's terminal investment programme is designed to provide passengers with a world-class experience

CEO, Nick Jones, told The Airport Operator "It is our aim to be 'the best airport' and as part of that we want to provide the best possible experience for our passengers. We embarked on a significant investment programme in our terminal to ensure we provide passengers with a world-class experience from their local airport".

As part of the investment, Newcastle became the first UK regional airport to fully implement Next Generation Security screening technology two months ahead of the 1 June deadline originally set by the Government, allowing passengers to leave all electronics and liquids in their hand luggage. The security search area was also fully refurbished. The airport says that



98% of its passengers pass through security in 10 minutes or less and that it is receiving some of its highest ever customer satisfaction scores for the security experience.

Following customer feedback, it also refurbished many of the catering outlets in its departure lounge and expanded and refurbished its executive lounge. Newcastle's Aspire lounge was the first in the world to offer its three lounge products, the core offering, a luxury offering aimed particularly at the business traveller and a suite offering providing dedicated meet and greet staff and a hosted table service.

The airport is on track to welcome 1.5m passengers this summer, compared to 1.3m passengers in the same period last year. Prior to Covid 5.1m passengers passed through the airport on an annual basis. Last year passenger numbers were at 4.8m and Newcastle expects to recover to pre-pandemic levels this year, which it credits to strong performance across all 16 of its airline partners.

The British Airways route to Heathrow is the airport's busiest, with up to seven flights a day.

The airport is on track to welcome 1.5m passengers this summer, compared to 1.3m passengers in the same period last year. Newcastle expects to recover to pre-pandemic levels this year.

Other scheduled airline hub connections include KLM to Amsterdam, AEGEAN to Athens, Air France to Paris, Lufthansa to Frankfurt, Emirates to Dubai, Aer Lingus to Dublin and Eurowings

to Dusseldorf. High passenger figures over recent months have exceeded pre-pandemic volumes, resulting in increased frequencies from British Airways and KLM to serve the demand.

Solar panel



Over the past two years the airport has seen over 30 new route announcements, 10 new destinations and four extra based aircraft, bringing the total based aircraft to 13. Jet2 and TUI are the airline partners flying to the most destinations, with Jet2 adding Marrakesh from October next year and TUI adding Agadir from next May. Ryanair opened a base at Newcastle in 2022 and currently serves 17 destinations, with its additional new service to Marrakesh starting next month. easyJet's network continues to grow, with new routes to Amsterdam and Paris starting this autumn.

Asked about currently unserved destinations that the airport would like to see added, Jones said "If we were asked this question two years ago, Athens, Frankfurt, Milan, Marrakesh and Cape Verde would all have featured within our unserved wish list. We are delighted these new routes are now operating from the airport with AEGEAN, Lufthansa, Ryanair and TUI. Looking ahead, we're keen to develop our long haul connectivity even further, as well as adding additional direct European city break routes such as Berlin, Budapest, Copenhagen, Oslo and Istanbul to our network. These are routes which would add value to the region, for business and leisure purposes, both for outbound travel and inbound visitors to the region. We are actively engaging with airlines about possibly introducing these routes in the future".

Meanwhile, the airport is keen to emphasise the progress that it is making towards its target to become a Net Zero emissions airport by 2035, including a 31% reduction in its carbon emissions since 2019, surpassing its target by 6%. The first phase of its solar farm project has been completed and it can provide 100% of the



Aspire Lounge

airport's electricity requirements on a sunny day. It has continued to invest in the roll out of a fully electric vehicle fleet and now has 29 electric vehicles and pieces of equipment. Through the planting of 40,000m² of hedgerows on airport land, a 34% increase in biodiversity has been attained, surpassing the 2023 target by 24%.

Jones said "Fantastic work has been going on right across our business to move us closer to our goals. From the planting of wildflower meadows, to continuing to invest in our electric vehicle fleet and rolling out innovative new recycling schemes, I am

proud of the commitment and passion demonstrated by all our colleagues. We don't want to stop here. We have set ourselves another set of ambitious targets for this year, including working with our airline partners to encourage the use of sustainable aviation fuels, planting over 15,000 trees on airport land and undertaking feasibility studies on pioneering projects to further decarbonise our operations. I am confident that by working together we will achieve our goals". ■

Electric vehicles



WILSON JAMES

A NEW FLIGHT PATH: WILSON JAMES LAUNCHES PASSENGER SERVICES APPRENTICESHIP PROGRAMME AT HEATHROW

empowering the next generation of aviation professionals with hands-on experience and expert training for passengers who require support, including those with reduced mobility.

In what it describes as a groundbreaking initiative set to redefine the way passenger assistance services are delivered within aviation and transport, Wilson James has launched its passenger services apprenticeship programme at Heathrow Airport. The company says the initiative is not just another training programme; it represents a strategic investment in the future of passenger experience, designed to attract, nurture, and develop the next generation of industry professionals.

THE POWER OF APPRENTICESHIPS IN AVIATION

Apprenticeships have long been

recognised as a powerful tool for bridging the gap between education and employment. They offer an invaluable opportunity for individuals to gain qualifications and hands-on experience while learning from seasoned professionals. In the aviation industry, where the nuances of passenger experience and the complexities of airport operations intersect, the need for such practical, immersive learning is more critical than ever.

Wilson James, in partnership with Locomotivation, has taken the opportunity to design and deliver a bespoke aviation passenger services

apprenticeship programme. The company says the initiative is not just about filling roles; it's about supporting the next generation of professionals who will be as adept at understanding and enhancing the end-to-end passenger experience journey as they are at operating within the complex ecosystem of services and organisations at any airport.

A PARTNERSHIP BUILT ON INNOVATION

Wilson James is no stranger to pioneering efforts in the aviation sector. Since the launch of the Heathrow Academy in 2004, the company has been at the forefront of initiatives aimed at



BUILDING A CENTRE OF EXCELLENCE FOR AVIATION TRAINING

The launch of the passenger services apprenticeship programme for 18 local colleagues builds on Wilson James' QNUK accredited training programme for all PRM colleagues. The company says that its focus on passenger experience is central to its aspiration to establish a world-leading centre of excellence for consumer experience training for the international aviation sector and beyond.

By developing a continuous pipeline of talent through these apprenticeship cohorts, Wilson James aims to strengthen the UK's aviation sector, ensuring it remains competitive on the global stage. It says that the combination of expert training, hands-on experience, and a commitment to excellence will create a workforce that is not only skilled but also adaptable, ready to meet the evolving challenges of the industry.

A BRIGHT FUTURE AHEAD

The launch of the programme at Heathrow marks a significant milestone for Wilson James, the Heathrow Academy, and the wider aviation industry. The company describes it as a bold step towards creating a more resilient, skilled, and passenger-focused workforce, one that will undoubtedly play a key role in shaping the future of aviation. Wilson James says that as this first cohort embarks on their journey, they carry with them the hopes of an industry in transition, one that is looking to the future with confidence, innovation, and a renewed commitment to excellence. With initiatives like this, the company says, the future of aviation is not just in good hands—it's in the best hands possible. ■

Wilson James is an AirportsUK Gold Member.

In an industry as dynamic as aviation, attracting and retaining talent is crucial to enhancing passenger experience through human experience, alongside digitisation and automation.

enhancing passenger services and improving operational efficiency as a strategic partner to Heathrow Airport Ltd. This new apprenticeship programme is a natural extension of that legacy, combining Wilson James' extensive industry knowledge with Locomotivation's expertise in vocational training.

The partnership has culminated in an apprenticeship that blends specific aviation training with essential customer service skills. Over a 16-month period, apprentices will not only work in a fast-paced, customer-facing environment, based in one of the largest passenger assistance teams in the world, but also study towards a formal customer service practitioner qualification. This dual approach ensures that participants emerge from the programme as well-rounded professionals ready to make significant contributions to the industry. Combined with Wilson James' assistance service training, designed in collaboration with

consumer representatives with lived experience, the company says that the apprenticeship roles provide a leading-edge introduction to delivering excellent experiences to this passenger segment.

ATTRACTING NEW TALENT: A STRATEGIC PRIORITY

In an industry as dynamic as aviation, attracting and retaining talent is crucial to enhancing passenger experience through human experience, alongside digitisation and automation. By offering a structured path into the aviation sector, Wilson James' programme is designed to open doors for individuals who might not have previously considered a career in the field. It also serves as a springboard for apprentices, providing them with the skills and experience needed to either build a long-term career with Wilson James in passenger services or transition into roles within airline or airport organisations, or the broader aviation ecosystem

NEW MEMBERS

AIRPORTSUK WELCOMES FIVE NEW MEMBERS

Five new members have joined AirportsUK - Terberg DTS UK as a Gold Member, A-SAFE, EnBW UK Ltd and VEV Services Ltd as Silver Members and Health Partners as an Associate Member.



Terberg DTS UK

Founded in 1988 and operating from premises in Halifax and Gloucester, the company describes itself as the market leading supplier of specialist vehicles for the aviation sector.

Its fire and rescue division offers fire and rescue vehicles and equipment for both sale and hire, backed by breakdown cover, fire engine repair and maintenance and technical advice and spares support.

Its aviation division supplies cargo tractors built especially for the airport environment and describes itself as the leader in supplying ground support equipment for sale and hire in the UK, including aircraft pushback, de-icing equipment and ground power and air conditioning units.



EnBW UK Ltd

EnBW, a leading energy company with over 28,000 employees, is a major player in the European market, providing a wide range of energy solutions to approximately 5.5 million customers. As the company pivots towards sustainable infrastructure, it is investing heavily in renewable energy, with plans to allocate around 40 billion euros by 2030, primarily within Germany. The company's goal is to transform its generation portfolio to over 50% renewables by 2025 and achieve carbon neutrality by 2035.

In the UK, EnBW is developing offshore wind farms like Mona and Morgan, proposed offshore wind farms located in the east Irish Sea, flagship projects showcasing the company's expertise. These projects underline EnBW's commitment to

advancing the offshore wind sector and its capability to deliver large-scale renewable infrastructure.

For airports and airlines, EnBW offers tailored energy solutions through its internal trading function, which specialises in power purchase agreements (PPAs) designed to meet corporate energy demands. ENBW says that its experience and innovative approach enable it to provide the aviation industry with reliable, sustainable, and cost-effective energy, helping to reduce its carbon footprint and to align with global environmental goals.



VEV Services Ltd

Recognising that aviation is at the heart of the energy transition, VEV Services helps its clients to deliver on their fleet electrification ambitions and choose the right vehicles for their fleet. It describes itself as a fleet carbon reduction partner, working from vision, planning and preparation through to operation, with expertise in ground vehicles, EV tugs for taxiing and electrification of auxiliary power units.



A-SAFE

A-SAFE describes itself as a leading global workplace safety solutions provider. Since 1984, the business says that it has been pioneering state-of-the-art solutions that safeguard people and assets across a variety of sectors around the world.

A truly global business, A-SAFE is headquartered in the UK and has 17 subsidiaries internationally, including Germany, France, Italy, the Netherlands, Scandinavia, Belgium, Spain, the USA, UAE, Japan and Canada, as well as a many global partners. In total, the business is represented in more than 65 countries worldwide.

A-SAFE operates advanced manufacturing facilities in the UK and maintains global distribution networks and facilities, which it says enable it

to provide innovative solutions to some of the world's largest and best known brands including Heathrow Airport, Nestlé, Coca-Cola, BMW, 3M, Unilever, Amazon and Jaguar Land Rover.



Health Partners

The company describes itself as the UK's leading provider of workplace health services, a centre of clinical excellence in occupational health, helping organisations take care of their people and create high-performing teams. It says that it helps organisations to ensure a healthy and thriving workplace, including health screenings, wellbeing and neurodiversity coaching, onsite primary care and mental health support.



From around the sector

GATWICK LAUNCHES NEW AIR INDIA SERVICE TO BANGALORE AS PART OF NETWORK EXPANSION TO INDIA

London Gatwick Airport has launched a new five times weekly service to Bangalore with Air India.

Bangalore is the airport's fifth Indian destination from Gatwick, joining existing routes to Goa, Kochi, Ahmedabad and Amritsar. These Air India flights, alongside TUI's service to Goa, mean there are now 19 flights a week between Gatwick and India. The

airport aims to double its connectivity to the country over the next five years, with Delhi and Mumbai key destinations for future growth.

Stephanie Wear, the airport's VP Aviation Development, said "This new service is excellent news for both passengers and businesses across London and the South East. Bangalore's dynamic tech industry and cultural significance

makes it a fantastic addition to our route network, providing opportunities for both tourism and trade".

Other recent additions to the airport's long-haul network include Singapore Airlines flying five times a week to Changi Airport, a daily Air China flight to Beijing and China Southern's new service to Guangzhou, with WestJet now flying to Halifax and St Johns in

Canada. The airport has also broadened connectivity across Europe, with new services to the Azores, Bulgaria, the Faroe Islands, Italy and Sweden.

The new long-haul routes and strong demand for travel saw 19.9m passengers travelling through Gatwick in the first half of this year, an increase of 7.7% compared to the same period in 2023.

LEEDS BRADFORD AIRPORT CHARTS COURSE FOR 2030

Leeds Bradford Airport (LBA) has unveiled its Vision 2030 strategy, signalling plans for £200m in private investment.

The airport said the plans would create up to 5,500 new jobs and contribute a total of nearly £1bn to the local economy as LBA reaches an anticipated seven million passengers a year by 2030, compared to just over four million a

year in 2023. As part of the plans, the airport will be increasing terminal floorspace by 38%, as well as making investments in the existing airfield to create up to ten new aircraft stands for overnight LBA-based aircraft. The new stands are intended to attract airline partners to base quieter and more efficient planes, as well as provide options to introduce new destinations and build on existing routes.

The strategy highlights LBA's ambitions to secure more routes to European hub airports, as well as new destinations in the United States and the Middle East. CEO, Vincent Hodder, said destinations being pursued include New York, Boston and Chicago in the US and Jeddah, Oman and Dubai in the Middle East. "We're already having those conversations with airlines about how we can work together

to make those things happen over the next two to three years" he said, adding "I would be disappointed if by 2027 we did not have flights to North America and the Middle East".

Looking beyond 2030, the airport has pointed to ambitions for a new purpose-built replacement terminal, the construction of a new hotel within walking distance and the potential growth of specialist air freight.

CAA REPORT ON AIRPORT ACCESSIBILITY SHOWS INCREASING STANDARDS

The UK Civil Aviation Authority has reported that airport accessibility standards are increasing.

Eleven UK airports were rated 'very good' between April 2023 and March this year and, for the first time since 2020, no UK airport received a 'poor' rating for their accessibility performance.

Against a backdrop of stronger demand for assistance services for passengers with

reduced mobility and disabilities, 11 airports were rated 'very good' for accessibility, 12 were rated 'good' and only five were rated as 'needs improvement'.

Commenting on the CAA report, AirportsUK Chief Executive, Karen Dee, said "Airports work very hard to ensure that those passengers who require extra assistance can enjoy the benefits of air travel and while there is always more to be done, we are heading in the right direction".



She said "more investment is being made in staff, training, technologies and accessible infrastructure, and airports are in

continuous discussion with passenger groups to incorporate feedback, meaning we are confident that we will continue to see improvements".

DONCASTER SHEFFIELD AIRPORT MAY REOPEN

Speculation is mounting that Doncaster Sheffield Airport, closed in November 2022, could reopen.

The prospect of reopening appears brighter after Aviation Minister, Mike Kane, met local MPs last month and told them that his team are already working with the UK Civil Aviation Authority to help allow the airspace to be available when required.

One of the MPs, Lee Pitcher, MP for Doncaster East and Axholme, said he was "pleased to have met the Minister for Aviation and his team to discuss opening the airspace above Doncaster when needed. There was a strong commitment". Pitcher was accompanied at the meeting by Ed Miliband (Doncaster North MP) and Sally Jameson (Doncaster Central MP).

Doncaster Council

secured a new 125-year lease for the site earlier this year and there are reports that a new operator could be announced this autumn.

TUI has expressed interest in resuming flights from the airport. A TUI spokesperson said "TUI has always supported Doncaster Sheffield Airport, proudly flying customers from the region and were disappointed when the airport closed.



We're excited about actively engaging with stakeholders about a potential re-opening'.



From around the sector

GOVERNMENT APPROVES LONDON CITY AIRPORT PASSENGER CAP INCREASE BUT REJECTS SATURDAY EXTENSION

The Government has approved London City Airport's plans to increase its annual passenger cap from 6.5m to 9m passengers.

It also approved the airport's plan to add three extra flights in the first half hour of operations on weekdays. However, it did not accept the airport's proposal to extend its Saturday opening

hours. Currently London City Airport closes at 12.30 on Saturdays and the airport had sought permission to remain open until 18.30.

London City Airport's planning application included no increase in the permitted number of annual flights or infrastructure. It also included a commitment that only cleaner, quieter, next generation aircraft would be

allowed to fly in any extended operating periods.

The airport's CEO, Alison FitzGerald, said "While we welcome the approval to increase our passenger numbers, we are disappointed with the Government's decision to reject our proposal to fly from 12.30 pm to 6.30 pm on Saturday afternoons. As the Government has recognised in its

decision, rejecting our request to extend our Saturday afternoon operating hours will slow down airlines bringing cleaner, quieter, next generation aircraft to the airport. Local residents would have had the added benefit of these aircraft operating at the airport throughout the week, not just in the extended operating hours".

EASYJET TO LAUNCH OPERATIONS FROM CITY OF DERRY AIRPORT FOR THE FIRST TIME

easyJet will begin operating from City of Derry Airport for the first time on 4 November, with new routes to Edinburgh and Liverpool from Northern Ireland's second largest city.

Following the announcement, Steve Frazer, the airport's Managing Director, said "The launch of easyJet services will be a key economic driver for business investment in the Northwest and inbound travel and tourism, and we are

proud to be able to help grow and develop these sectors in our local area. It is an incredible day for the City of Derry airport team and a day that should be celebrated for the entire Northwest region. easyJet brings an undeniable level of brand credibility and customer confidence and great value for travellers across our catchment area".

His colleague, Brenda Morgan MBE, Head of Business Development, said "We are delighted to be able to offer

connectivity to these two key UK hubs throughout the year. Services to Edinburgh and Liverpool are in demand for both corporate and leisure travellers and the flight schedule provides fantastic timings for business travel during the week and weekend breaks for the leisure market".

Ali Gayward, easyJet's UK

Country Manager, said "We are proud to be the largest airline in Northern Ireland and by expanding our network we are providing our customers even greater choice and UK connectivity".





HEATHROW BREAKS SUMMER PASSENGER RECORDS

Record number of passengers travelled through Heathrow Airport in July as schools broke up for the summer holiday.

Before this year the airport had never surpassed 1.8m passengers in a week. In July 2024 this was achieved three weeks in a row between 8 and 28 July. Heathrow saw six of its busiest ever departure days in the week from 22 July as schools broke up for the

summer holiday period. The record passenger numbers ensured that Heathrow easily retained its status as the busiest airport in Europe, ahead of Amsterdam, Frankfurt, Madrid and Paris Charles de Gaulle.

Doha and Dublin joined Dubai and JFK New York as the latest routes with a million passengers travelling to and from Heathrow this year. Other popular summer destinations included Larnaca and Venice in Europe and Boston,

Chicago, Dallas and San Francisco in the United States.

The airport's cargo operation, the busiest in the UK, also performed strongly, with an 8% increase in cargo tonnage in July 2024 compared to July 2023.

However, transfer passenger numbers were down following the introduction of Electronic Travel Authorisation (ETA) for nationals visiting or transiting the UK from Bahrain, Jordan,

Kuwait, Qatar, Oman, Saudi Arabia and the United Arab Emirates. The latest data shows that Heathrow has lost 90,000 transfer passengers on routes to and from these seven countries since the ETA was introduced last year. The airport described this as "devastating for our hub competitiveness" and urged the Government to review the inclusion of airside transit passengers in the ETA scheme.



From around the sector



MANCHESTER AND STANSTED AIRPORTS REPORT BUSIEST JULY ON RECORD

A total of 3.2m passengers flew through Manchester Airport in July, the busiest July the airport has ever seen.

It was the same story at London Stansted Airport, where the start of the peak summer holiday getaway helped the airport to record its busiest ever July as 2.9m passengers passed through the terminal.

For Manchester it was the tenth consecutive record-breaking month and in the last 12 months 29.6m passengers flew into or out of the airport. The most popular destination in July was Palma de Mallorca,

followed by Dubai and Amsterdam.

Manchester Airport Managing Director, Chris Woodroffe, said "We're proud to connect the people of the North to their favourite holiday destinations and it's incredibly exciting to record the busiest July we have ever seen. I'm particularly proud that alongside the record-breaking performance we've continued to give passengers a good service". 97% of Manchester's July passengers waited less than 15 minutes to get to security and 70% waited less than 5 minutes.

For Stansted the monthly passenger total was



an increase of 3.4% on the same month last year, and the third busiest month in the airport's history. The 12-month total to the end of July stood at 29.12m passengers, an increase of 8.5% on the previous year. The top destinations in the month were Dublin, Istanbul and Palma de Mallorca, with Spain, Italy and Turkey the most

popular countries.

Stansted's Customer Operations Director, Anita Harrison, also referenced the airport's strong security performance, with 99% of departing passengers passing through security in less than 15 minutes, with an average queue time of less than four and a half minutes during peak departure periods.

QUICKER SECURITY CHECKS AS LUTON AIRPORT COMPLETES £20M NEXT GENERATION SECURITY INVESTMENT

London Luton Airport has become one of the first major airports to complete the roll-out of Next Generation Security scanners.

The airport announced the completion of the project in July in time for the busy summer holidays. All security lanes at the airport are now equipped with state-of-the-art body scanners and CT

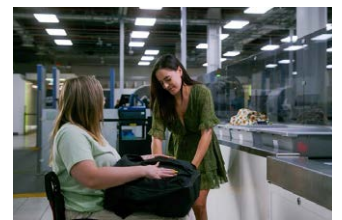
scanner technology, meaning that passengers travelling through the airport no longer need to remove liquids and electronic items from their bags as they pass through security.

The airport expected to welcome over 2.5m passengers during the school holidays and said they would experience faster security processing

times because of the investment, even though current Government restrictions mean bottles and containers must still be limited to 100ml or less.

Neil Thompson, Chief Operations Officer, said "We are delighted to become one of the first major airports to offer the benefits of next generation security to all passengers. This investment provided

London Luton Airport with enhanced screening technology that significantly elevated the service provided to passengers flying from the airport this summer".



TEESSIDE AIRPORT SEEKS PLANNING PERMISSION FOR HYDROGEN REFUELLING STATION

Teesside International Airport has submitted plans for a hydrogen refuelling station to Darlington Borough Council.

Funded by Innovate UK, the station would support the airport's push to become operationally net zero by 2030, supplying airport vehicles, as well as delivery trucks, vans and other vehicles fuelled by hydrogen.

Hydrogen refuelling company, Element 2, which began operations in 2020, is leading on the plan to provide the infrastructure needed for the widespread use of hydrogen as a transport fuel, addressing demand from heavy goods vehicle operators and commercial distribution fleets.

The airport's Managing Director, Phil Forster, said "We are all working very hard to make Teesside a modern airport pushing

boundaries. We are flying more people to more destinations, but we are also adding more strings to our bow, with our cargo facility, the business park, new hangars and our green energy ambitions. This hydrogen refuelling station is another part of that push. We are pioneering 5G technology and now we are pioneering clean energy fuels which will all help to boost the airport". Tees Valley

Mayor, Ben Houchen, said "We were one of the first areas to trial hydrogen fuels and it's great to see we are still leading the charge with this new station which will be another step forward to supporting the cleaner, healthier and safer industries of tomorrow. The next step is approval and I am looking forward to seeing spades in the ground".

AIRPORTSUK MEETINGS 2024



- **Public Affairs Communications Network (PACN) & Policy Committee**
AirportsUK Office
10 September @ 11:00am – 1:00pm
- **Health & Safety**
Virtual Meeting
17 September @ 1:00pm – 3:00pm
- **Airspace & Air Traffic Services (AATS)**
AirportsUK Office
25 September @ 11:00am – 3:00pm
- **Sustainability Group**
Virtual Meeting
26 September @ 10:00am – 12:00pm
- **Board Meeting**
AirportsUK Office
1 October @ 10 : 00am – 1 : 00 pm
- **UK Health & Safety Week Awards Ceremony**
AirportsUK Office
1 October @ 1 : 30pm – 3 . 30 pm
- **Aerodrome Safety & Compliance (ASC)**
AirportsUK Office
8 October @ 1 : 00pm – 4 . 30 pm
- **Rescue & Fire Fighters Services (RFFS)**
Virtual meeting
23 October @ 11 : 00am – 1 : 00 pm
- **Health & Safety**
In-person & Teams, Airport to be confirmed
11 November @ 12:00 noon – 4:00pm
- **Public Affairs Communications Network (PACN) & Policy Committee**
AirportsUK Office
13 November @ 11:00am – 1:00pm
- **Aerodrome Safeguarding**
Virtual meeting
25 November @ 11:00am – 1.00pm
- **Board Meeting**
AirportsUK Office
26 November @ 10:30am – 5:00pm
- **Airspace & Air Traffic Services (AATS)**
Virtual meeting
2 December @ 11:00am – 1:30pm
- **General Counsels Forum**
AirportsUK Office
2 December @ 2:00pm – 4:00pm
- **Security Group**
AirportsUK Office
10 December @ 11:00am – 12:30pm
- **Security Group (Airports only)**
AirportsUK Office
10 December @ 1:30pm – 3:00pm



AIRPORTSUK MEETINGS 2025

- **Public Affairs Communications Network (PACN) & Policy Committee**
[AirportsUK Office](#)
14 January @ 11:00am – 1:00pm
- **Rescue & Fire Fighting Services (RFFS)**
[AirportsUK Office](#)
23 January @ 11:00am – 1:30pm
- **AirportsUK Board Meeting**
[AirportsUK Office](#)
28 January @ 10:30am – 1:00pm
- **Aerodrome, Safety & Compliance (ASC)**
[Virtual Meeting](#)
29 January @ 2:00pm – 4:30pm
- **Aerodrome Safeguarding**
[AirportsUK Office](#)
20 February @ 11:00am – 1:30pm
- **Airspace & Air Traffic Services (AATS)**
[AirportsUK Office](#)
26 February @ 11:00am – 2:00pm
- **Health & Safety**
[Virtual Meeting](#)
20 March @ 1:00pm – 3:00pm
- **Security Group**
[AirportsUK Office](#)
20 March @ 11:00am – 12:30pm
- **Security Group (Airports only)**
[AirportsUK Office](#)
20 March @ 1.30pm – 3:00pm
- **Rescue & Fire Fighting Services (RFFS)**
[Virtual Meeting](#)
3 April @ 11:00am – 1:00pm
- **Public Affairs Communications Network (PACN) & Policy Committee**
[AirportsUK Office](#)
8 April @ 11:00am – 1:00pm
- **AirportsUK Board Meeting**
[AirportsUK Office](#)
29 April @ 10:30am – 1:00pm
- **Aerodrome Safety & Compliance (ASC)**
[In-person & Teams, Farnborough Airport](#)
30 April @ 2:00pm – 4.30pm
- **Airspace & Air Traffic Services (AATS)**
[Virtual Meeting](#)
1 May @ 11:00am – 1.30pm
- **UK Airports Health & Safety Week**
[Various Airports](#)
19 May – 23 May
- **Health & Safety**
[AirportsUK Office](#)
4 June @ 11:00am – 1:30pm
- **Public Affairs Communications Network (PACN) & Policy Committee**
[AirportsUK Office](#)
10 June @ 11:00am – 1:00pm
- **Security Group**
[AirportsUK Office](#)
12 June @ 11:00am – 12:30pm
- **Security Group (Airports only)**
[AirportsUK Office](#)
12 June @ 1.30pm – 3:00pm
- **AirportsUK Board Meeting**
[AirportsUK Office](#)
23 June @ 10:30am – 1:00pm
- **Rescue & Fire Fighting Services (RFFS)**
[Virtual Meeting](#)
26 June @ 11:00am – 1:00pm
- **Aerodrome, Safety & Compliance (ASC)**
[Virtual Meeting](#)
9 July @ 2:00pm – 4:30pm
- **Aerodrome Safeguarding**
[Virtual Meeting](#)
3 September @ 11:00am – 1:00pm
- **Health & Safety**
[Virtual Meeting](#)
9 September @ 1:00pm – 3:00pm
- **Public Affairs Communications Network (PACN) & Policy Committee**
[AirportsUK Office](#)
16 September @ 11:00am – 1:00pm
- **Airspace & Air Traffic Services (AATS)**
[Virtual Meeting](#)
29 September @ 11:00am – 1:30pm

AIRPORTSUK MEETINGS 2025



- **AirportsUK Board Meeting**
AirportsUK Office
30 September @ 10:30am – 1:00pm
- **Aerodrome, Safety & Compliance (ASC)**
AirportsUK Office
1 October @ 1:00pm – 4:30pm
- **Rescue & Fire Fighting (RFFS)**
In-person & Teams, Airport tbc
23 October @ 11:30am – 4:00pm
- **Public Affairs Communications Network (PACN) & Policy Committee**
AirportsUK Office
4 November @ 11:00am – 1:00pm
- **Health & Safety**
In-person & Teams, Airport tbc
12 November @ 12:00 noon – 4:00pm
- **AirportsUK Board Meeting**
AirportsUK Office
18 November @ 10:30am – 1:00pm
- **Aerodrome Safeguarding Seminar**
In-person & Teams, Airport tbc
26 November @ 12:00 noon – 4:00pm
- **Airspace & Air Traffic Services (AATS)**
Virtual Meeting
3 December @ 11:00am – 1:30pm
- **Security Group**
AirportsUK Office
4 December @ 11:00am – 12:30pm
- **Security Group (Airports only)**
AirportsUK Office
4 December @ 1.30pm – 3:00pm



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