

## **EDINBURGH AIRPORT CONSULTATIVE COMMITTEE.**

### **Minutes of the 191<sup>st</sup> meeting held on Monday 10th February 2020 at the Marriott Hotel, Glasgow Road, Edinburgh.**

**Present** Robert Carr (Chair)  
Janice Hogarth (Secretary)  
Gordon Dewar, Chief Executive EAL  
Gordon Robertson Communications Director EAL  
Greg Maxwell Communications Manager EAL  
Donald Spencer The Consumers Association  
Lindsay Cole Edinburgh Airport Noise Advisory Board  
Kate Watt Ratho & District Community Council  
Alexis Haramis Edinburgh Chamber of Commerce  
Cllr Dave Dempsey Fife Council  
Cllr Tom Conn West Lothian Council  
John Howison Cramond Community Council  
Cllr Kevin Lang City of Edinburgh Council  
Julian Slatter ABTA  
Alan Mitchell Fife Chamber of Commerce  
Adam Cumming Edinburgh Airport Amenities Group  
Cllr Russell Imrie Midlothian Council  
Mark Hogg Edinburgh Airport Operators Committee

**Apologies** Louise McIntyre Community Engagement Manager EAL  
Ken McNab SPAA  
Cllr Carol Hamilton Scottish Borders Council  
Dave Fyvie Police Services Scotland  
Dr Sally Witcher Passenger Assist/PRM Service Users Representative  
David Hull Kirkliston Community Council  
Sandy Legget Air Traffic Services  
Cllr John McMillan East Lothian Council  
Cllr Colin Davidson Sestran  
Sandy Smart STUC

#### **1. Welcome**

Robert opened the meeting, which was the first open meeting in terms of the new Constitution where the public could attend as observers, and welcomed Andrew Watt & Andrew Leatherland who were attending from the Edinburgh Noise Advisory Board as public attendees.

Robert also welcomed Mark Hogg attending as a representative of the Edinburgh Airport Operators Committee.

#### **2. The minutes of the previous meeting**

The Minutes of the meeting in November were approved reconfirming that Adam Cumming had been present.

### **3. Other Matters Arising from the Minutes**

#### **Update on new Head of Sustainability**

Robert asked whether there had been an appointment yet for the new Head of Sustainability. Gordon Robertson reported that there has been a sustainability study across all areas of the airport both internally and externally. That study recommended the appointment of a new Head of Sustainability and that recruitment had been approved by the EAL Board. The recruitment process was well underway and an appointment should follow soon.

Gordon continued by advising that carbon management was a top concern for EAL and that he would keep us updated. He added that the first hydrogen flight would take place in the summer between Kirkwall and Edinburgh.

#### **Air Space Change Update**

It had been noted that there had been a recent announcement that the CAA had refused the latest submission from EAL on their proposed Air Space change. Gordon Robertson had emailed the EACC and advised that EAL would be submitting a revised plan very shortly with more detail to address the issues raised by the CAA which related to engagement, communication and design principles.

Robert observed that the promised engagement with him as chair of the EACC had not taken place. Edinburgh Airport Watch had questioned how many times and how much longer the affected communities would remain in a position of uncertainty.

A question was raised as to how the CAA were treating other airports, Gordon Robertson said his impression was that there was some inconsistency and that the CAA were perhaps too risk averse.

In relation to the further revised submission by EAL Kevin Lang asked how much was material change and how much was further explanation and more detail of timescale.

Gordon Robertson said it was not about material change but a rewording. CAA had expressed no dissatisfaction with the fundamentals. EAL was due to meet the CAA at the end of February and he commented that EAL would be well prepared.

Russell Imrie asked about the stakeholder engagement and whether it would mean a presentation but Gordon advised that it was all available on the CAA portal.

Kate Watt added that there was no justification to 50 movements per hour. There was a discussion about the controversial issue of capacity which had been discussed at the February meeting of the EANAB. Gordon Robertson advised that EAL would be commissioning independent consultants to review the EAL reports and statistics on capacity and those produced by others such as the EANAB to provide an independent expert view. Robert expressed the hope that these experts would meet with the EANAB as part of that process.

#### **ICANN**

Lindsay Cole that the ICANN had formed a panel and were looking for an aviation specialist. ICANN was holding a noise workshop in March which EAL would be attending. Robert advised that it was his intention that communications about noise from the UKACC and from ICANN be passed to Lindsay for him to respond to for the EACC. That was accepted by the meeting.

#### **4. Review of Rolling Action Plan**

- a) **Constitution** – Robert confirmed that this had been signed off now and was on the EACC webpage. Going forwards the CEO quarterly Report to the EACC would be posted on the webpage 14 days before each EACC meeting giving more transparency.
- b) **Signage at Park and Ride** – Dave Dempsey commented that there was no plan to charge at the Park and Ride for any length of parking. Gordon Dewar advised that he will take this matter up separately.
- c) **Meeting with Michael Matheson** – a meeting date was still awaited from SG.
- d) **Sally Witcher meeting with Ross Gilpin** – This meeting had now taken place and it had been agreed that Ross or another representative of the EAAF could sit in on the EACC in terms of the new Constitution.
- e) **Charity** – it was noted that a new Charity had been appointed (SAMH)
- f) **Air Space Change** – this was an ongoing item.
- g) **Environment** - this was an ongoing item.

#### **5. Chief Executive's Report**

##### **Traffic / Passenger Figures**

Gordon Dewar started his report by commenting that it had been a tough last quarter with the first decline in traffic numbers for 6 years. This was mainly due to the reduction in domestic traffic, in particular with the withdrawal of the Ryanair flight to Stansted. There was a softness on flights to London he added as well as a slower feel with the economy but generally EAL were performing well and were + 3.1% on the previous year. Predictions for passenger numbers in 2020 were good and the airport would be spending £55 million in investment during the year.

Kevin Lang asked about the increases in flights and what percentage was due to new routes and how much was increased frequency to which Gordon responded that two thirds were due to increased frequency and extended flying on seasonal routes.

##### **Capital Investment - Projects under construction**

Gordon Dewar gave updates on the following: -

**Check in and Baggage Programme** – Changes to the check in area should be finished in March which would see the removal of the back boards and give a much larger space. The Currency Exchange area in this hall was also being taken away.

A question was raised regarding airlines moving around their check in areas which was confusing for passengers and it was confirmed that once this new area opened, that there would be only one check in area for that airline for all season.

Gordon Dewar commented on a new security screening machine which was being introduced which meant that there was no need to remove laptops and liquids from your baggage but it did also mean that everyone required a 100% body scan. There would be one of these machines to start with.

**Road Access** – the 3-lane access on Eastfield road had reduced the problems for access.

**East Terminus Project** – Gordon Dewar advised that good progress was being made with this and the taxi area should be open in the Summer.

**Fire Station** - the first station was also undergoing a major refurbishment.

**East Access Road** – the three lanes had improved the access into the terminals and a second access road from the Gogar roundabout was the next project to improve access to the airport. An application had been made to Edinburgh Council but progress was slow as they were asking for more and more information and they were delaying the possibility of this road, which was being paid for by the airport, being completed by 2022 when it was due to open.

**Community Engagement** – Gordon Robertson commented that the work experience programme was going well and that they could spread as far as Fife with this project.

**Transport** – Gordon Robertson advised that the number of people using public transport had risen by over 35% which was double the amount achieved by most airports.

Kevin Lang commented that a year on year breakdown of figures would be good.

Gordon Robertson added that taxi touting was down and the completion of East Terminus completion will eliminate this.

Comments were made regarding the confusion caused by changes to access routes and the adequacy of the public notices, particularly in relation to drop-off and pick-up areas. EAL would revisit this.  
**(Action EAL)**

A question was raised as to where the money goes to from the pick up and drop off charges and Gordon advised that it was partly to charity but mainly went to the airport funds to enable further investment in facilities. It was a part of general revenue.

The meeting was advised that the new FastPass parking project was doing really well and was popular with passengers. There was a comment on the high prices for car parking

**Aircraft Noise** – Gordon Robertson confirmed that generally the complaints were down and that they were still trying to install a noise monitor in Dunfermline where many complaints had been made by one individual but this had not yet been achieved.

**Passenger Experience** – Greg Maxwell said that they had appointed a Head of PRM who would take up their position in April. The new website was being launched soon

Sally Witcher had the following questions and the responses from Gordon Roberson on each were as noted:

- (1) East Terminus and new PRM office. Has the Accessibility Forum been involved in ensuring plans meet the needs of disabled customers? GR: yes
- (2) Toilet refurbishment – has consideration been given to building in access features where feasible? GR: yes
- (3) Have taxi drivers been involved in ensuring drop-off arrangements work for them in the East Terminus and East Access road development? GR: yes

- (4) Is the Community Fund drawn from on penalties paid by airlines? GR: The Community Fund is not drawn from penalties paid by airlines but from EAL general income.
- (5) How many of the 12 Saltire interns were disabled people? GR: none to GR's knowledge
- (6) New route developments – do any use planes that disabled people cannot be lifted onto? GR: all modern planes have appropriate access facilities.
- (7) Recent news coverage of Flybe near-collapse? GR: EAL could say no more than was in the public domain
- (8) Great to see extent of positive feedback on PRM but complaints still too high. GR: PRM was always a work in progress for continuous improvement.

## **6. Report from Recent EANAB meeting**

Robert reported on the recent EANAB meeting that he had attended by saying how impressed he had been about how knowledgeable the members had been across all areas and how diverse the make-up of the attendees had been.

There had been discussion re capacity and active departure times where it had appeared that they had been denied the information but Robert advised that the information was publicly available.

Gordon Robertson commented that there had been problems previously with raw data but added that if EANAB wanted more detail that the airport will agree to a scope and brief and get an independent review done as they want rigorous and accurate data. Robert agreed that scrutiny today generally diffuses situations. There was a reference to the appointment of the independent consultants as reported above.

Lindsay Cole went on to say that there were fundamental issues in the airport system which needed independent review and Robert added that the timing of flights was also very relevant.

## **7. Review on Sustainability Air Road Map**

Janice highlighted a new report that had just been published by Sustainable Aviation with a comprehensive review of future of UK aviation showing a collective approach to cut carbon emissions through smarter flight operations, new aircraft and engine technology, modernising air space and the use of sustainable fuels. Janice will forward a link to the report. **(Action JH)**

## **8. Role of the EACC member and Agenda for 2020**

Robert discussed the future role of the EACC and what topics it would cover in 2020

Robert proposed that the meeting in May should concentrate on connectivity and George Lowder from Transport Edinburgh had been invited to make a presentation for this meeting.

The August meeting would look at Sustainability and the new Head of Sustainability at the airport would be asked to come and give a presentation on the total carbon footprint of the Airport.

Gordon Robertson advised that there was a presentation available and will send the link to EACC **(Action GR)**

Air Space change would continue to be on the Agenda and it was hoped that there would be closer liaison with EAL moving forwards.

Communication would continue to be key as there was so much public material available and this

would continue to be forwarded on to the EACC members.

There would be an advert placed for the replacement for the frequent flyer position on the committee (**Action JH**)

Members of EACC should provide names of substitutes for meetings (if not already done so) and should consider diversity (**Action all**)

Robert commented that the EACC should be active as representatives on items such as the access road and he encouraged everyone to get the views from their councils, committees etc to become further involved in matters such as this.

Robert reiterated that as per the Constitution, the CEO report would be posted on the website 14 days in advance of a meeting and the Agenda would be sent out for the next meeting 7 days in advance. Minutes of the meetings would continue to be posted on the website as well.

Robert added that the EACC has the ability to ask questions of the Edinburgh Airport Board as and when required. He asked about a report on the value of the airport to the economy. Gordon Robertson advised that EAL were just doing a new review using new data.

## **8.AOCB**

A question was raised regarding the effect of Coronavirus on figures and projections as well as the actions the Airport have prepared and Gordon Dewar advised that any decisions regarding this would be governed by the advice of the World Health Organisation and the Governments.

The effect of the recent storms was questioned and how the airport had coped. Gordon Dewar replied that they had been very close to breaching acceptable water levels which would have meant them having to cut off all power but fortunately this had been narrowly averted.

Robert advised that the UKACC AGM would be held on the 17/18<sup>th</sup> June and he confirmed that he would be attending.

The Date of the next meetings would be Monday 4<sup>th</sup> May at the Marriott

The meeting closed at 1245