

Minutes of the 205<sup>th</sup> EACC meeting held on Monday 7<sup>th</sup> August 2023  
at the Doubletree by Hilton – Edinburgh Airport

Present Robert Carr (Chair)  
Janice Hogarth (Secretary)  
Gordon Dewar (CEO Edinburgh Airport)  
Gordon Robertson (Communications Director EAL)  
Greg Maxwell (Head of Corporate Affairs EAL)  
Robert Fairnie (Digital Content Editor EAL)  
Kate Watt Ratho & District Community Council  
Adam Cumming Edinburgh Airport Amenities Group  
Derek McWhinnie Police Services Scotland  
David Dunphy Frequent Flyer Representative  
Cllr Tom Conn West Lothian Council  
Cllr Dave Dempsey Fife Council  
Lindsay Cole Edinburgh Airport Noise Advisory Board  
Donald Spencer The Consumers Association  
Brian Butler SEStran  
Dianne Stein Cramond & Barnton Community Council  
Kate Nowakowska Edinburgh Chamber of Commerce (ECOC)  
Ken McNab SPAA  
Cllr Carol Hamilton Scottish Borders Council  
John Howison Crammond Community Council

Apologies Sandy Leggett Air Traffic Services  
Clare Johnston Passenger PRM Representative  
Jimmy Martin ABTA  
Dougie Main Unite  
Cllr Colin Cassidy Midlothian Council  
Cllr John McMillan East Lothian Council  
Stephen Robb Fife Chamber of Commerce  
Pamela Hull Kirkliston Community Council  
Cllr Kevin Lang City of Edinburgh Council

### **1. Welcome**

Robert Carr welcomed everyone to the meeting along with two observers and added that it was good to see both Gordon Dewar and Gordon Robertson back.

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

The draft minutes of the Meeting on 1<sup>st</sup> May 2023 were approved with comments that Dougie Main and Sandy Leggett had not been present at the meeting and that Sandy Leggett had now retired.

A date for a tour of the control tower would be set for later in the year and suggested dates would be forthcoming and distributed accordingly.

### **3. Other matters arising from the Minutes**

Robert reviewed the items requiring actions from the last meeting.

US pre-clearance was proceeding well and Gordon Dewar advised that both sides are keen but the two governments need to finish the draft agreement required to be able to complete a schedule to get US staff in situ in Scotland.

The US pre clearance will require Congress to ask for this to go ahead and remove the hard cap of people allowed.

Greg Maxwell advised that the new scanners would be installed in June 2024 and the suppliers for these had just been announced. There would be 8 lanes instead of the current 6. Greg Maxwell suggested that given the interest of the public in this matter the EACC might wish to see these new scanners in operation and a visit by EACC members to the airport and control tower could be arranged for when the new scanners were in position.

**Action : Greg Maxwell to arrange a visit by EACC members to the airport and control tower when the new scanners were in position.**

It was reported that Clare Johnston had been introduced to Ross Gilpin but there had been a delay in her becoming a member of the Accessibility Forum with a new convener being appointed. Ross is looking into the use of the discount cards with Capital Cars raised by Clare and Greg Maxwell would clarify the adoption of these.

**Action : Greg Maxwell to clarify re adoption of discount cards with Capital Cars**

CEO Report – there had been a request for details of routes offered by package holiday operators such as Jet 2 to be included in the airline updates.

**Action : Jet 2 and package operators to be included in CEO Report**

Greg Maxwell had created a draft new format for the CEO Report and this item would be discussed during the meeting for feedback.

Greg Maxwell had shared the visuals for the airport access roads which had been distributed to EACC members.

The creation and content of an Annual Report was again discussed and Robert Carr talked of how other airports have created them and Greg Maxwell will take this away and look at creating one. **Action : Greg Maxwell to create a draft Annual Report**

Progress with EANAB and the Review would be covered under Item 11.

Air Space Change update will be covered under Item 9 by Simon Rhodes.

#### **4. Chief Executive's Report (EAL)**

##### ***Traffic figures***

Gordon Dewar announced that there had been a really good bounce back in figures in July which had outstripped pre Covid figures. There was however a different pattern within these figures with Domestic travel including business travel still slow to recover and the only route with competition on was Stansted. More in-person business meetings were now taking place but were now

quarterly instead of monthly which meant less frequent flight travel. Gordon Dewar added that Edinburgh Airport was outperforming European recovery.

A question was raised whether British Airways would return to Gatwick but it was thought that this was unlikely in the near future with the structure of BAs domestic services.

International travel was well ahead and particularly with the increase of routes to the USA and inbound traffic was as healthy as outbound. This focus meant that Glasgow had suffered as a consequence. Gordon Dewar added that the new Delta flight to Atlanta from Edinburgh was the most profitable route for Delta and it was hoped that Delta would extend the route to all year round and also increase the size of the aircraft.

Emirates and American Airlines had currently both not returned yet but this was due to the lack of available aircraft and it was hoped that the situation would change soon.

Hainan Airlines had been late in introducing their service to China with the lifting of China from the safe list and created a short season of flights but it had been doing reasonably well especially of course on the inbound but it will be interesting to see if it return next year.

There had been quite a lot of ATC disruption and cancellations with some aircraft coming in later than their schedule tipping into night flights zone but early morning changes were proving to be more disruptive.

A question on the availability of the use of automated e gates was raised but it was generally agreed that this was working most of the time and there were no major issues.

There had been no progress on the new access road but EAL were still trying to get this passed.

### ***Capital Investment***

Gordon Dewar highlighted the fact that EAL were looking at further terminal expansion as a long term project to expand the terminal so that the requirement for buses and walking on the tarmac would be reduced. There was space to expand the terminal toward the long term car park and more will follow on tis in the future

### ***Community Investment***

Gordon Robertson reported that EAL had received over 20 applications for the next charity coming into effect soon as the arrangement with the Larder was ending and EAL was looking for a new local charity to raise money for.

Gordon Robertson addressed the question on the drop off fees and where the money was distributed and he advised that it was used in a number of different areas which include the Community Fund and helped fund sustainability projects  
etc.

**Action : Gordon Robertson to provide was information EAL could on the percentage of drop off charges which went from EAL to the community fund**

## *Surface Access*

Gordon Robertson commented that EAL were performing well in comparison with other UK airports and they will be launching a surface access strategy. This would cover how EAL connects to the rest of Scotland for inbound traffic and this should be launched in November (20% of EAL carbon footprint is for travel to and from the airport ) How can this be improved ? More electric cars but then more charging points etc

Ken McNab commented that the waiting area for Private Coaches was not good.

Trustpilot was showing comments on Capital Cars and it generally appeared that the availability was good and that wait times had improved including black cabs. It was pointed out that there had been a fair amount of disinformation about availability which could maybe be linked to other cab Companies but 10 minutes was the maximum waiting time currently.

## *Noise*

Gordon Roberston said that meetings with EANAB were going well and good progress was being made on the noise action plan.

## *Route Development*

Ryanair, EasyJet and Jet route networks were continuing to grow and the only really missing airline and route was Emirates

## *Passenger satisfaction*

There had been an increase via social media in terms of more requests for support but this mainly related to luggage queries which were down to the ongoing problems with Swissport. Gordon Dewar advised the meeting that EAL had now hired an independent company to help solve the problems. Global Baggage Solutions were now hoovering up bags which had not travelled with passengers and arranging the onward transfer to the passenger. The question here was who would pay the costs ? This support must be accountable and it was it really the airlines mismanagement or the overseas handlers ? Some airlines were considering self-handling.

## *Noise Complaints*

There was now a different way of reporting noise complaints and this could maybe be covered by EANAB later in the meeting. Looking forwards maybe this could be a subject covered by EAL/EANAB & EACC ?

## **5. Format of the EAL CEO Report**

The draft report that Greg had mocked up was felt to be good and members of EACC were asked to forward any additional comments to the Secretary to forward on to Greg

**Action : EACC members to forward comments on new CEO report format amendments**

## **6. Discussion on viability of Annual Report**

Robert Carr talked about the reports he had seen from other ACCs and it was agreed that it would be in effect a precis of the main items from our minutes over the year.

**Action : Greg Maxwell to produce a draft report for the next meeting in November**

## **7. Presentation by Brian Butler on New Transport Strategy**

Brian Butler gave a presentation explaining about the make-up of SEStran and its role in the Southeast Transport Strategy. (see link below for full details of the strategy. (slides attached to minutes)

RTS: [Home - SEStran: The South East of Scotland Transport Partnership](#) :SEStran: The South East of Scotland Transport Partnership.

Brian explained why there was a need for a transport strategy as addressing the climate crisis was of great importance and he also highlighted that costs were felt disproportionately by disadvantaged people who needed a fully integrated transport system which was affordable and accessible to all.

The current strategy was that the building of any new roads would be a last resort and 10% of the budget would be spent on active travel. The aim was obviously to reduce unnecessary car use but it recognised that this would vary according to whether people were in a city or rural area.

There would be a requirement for efficient freight and passenger transport moving freight traffic towards rail and sea and rethinking transport options to reduce car use everywhere.

Brian talked of reduction in transport emissions and how this could be achieved with spatial planning, multi modal ticketing etc, and also their engagement with the Forth Greenport and the effect that this could have on future developments from housing to transport.

## **8. Update by Aaron McKeen on Community Engagement**

Aaron McKeen produced a slide presentation (attached to minutes) showing the performance of EAL in comparison with other airports. He then gave an update on how EAL were trying to engage more closely with the general public including community council and how there was a relaunch of the newsletter that was being produced and asked everyone to sign up to it.

## **9. ACP Noise Update by Simon Rhodes & June McClung**

Simon Rhodes gave an update on where EAL were with ACP change (see slides attached) and added that consultation would not begin till August/September 2024.

The idea was that the proposed routes would improve air quality and emissions whilst taking into account nature and planning permissions. The increase in the use of the Firth of Forth was helping reduce noise disturbance and Simon Rhodes added that they will try for 500 feet and departures currently looking to be reduced over Cramond

Gordon Robertson advised that EAL will be coming back to EAAB/EACC regarding drop in meetings

June McClung gave a presentation and update on noise adding that two new noise monitors were being looked at with one due to be cited in Cramond and the other in Dalmeny. She also

added that there was a new way of mapping and she had produced slides to cover this (attached) and also the impact of the proposed new routes (slides to be sent on)

## **10. UKACC Updates**

Robert Carr commented that there had been an increase in the level of fees being charged to all airports by UKACC but added that there was heightened discussions between the UKACC and the DfT where more influence was being achieved and additional analysis undertaken. The Updates from UKACC continue to be circulated to the Committee.

**Action: Janice Hogarth to continue circulating the UKACC Weekly Bulletins)**

## **11. Update from EANAB and new Chair and Quarterly Report**

Robert Carr advised the meeting that interviews had been held for the post of EANAB Chair and the new chair would be Blake Cushine who would take up his post in September and Details about Blake would be circulated in due course

**Action : Gordon Robertson to circulate Blake Cushine's CV**

Robert reported on his communication with EAL regarding the delay in the appointment of the new EANAB Chair and the completion of the new complaints and appeals handling procedure.

Gordon Robertson commented that the process of appointing a new chair had taken longer than expected but that Christine Jardine had been involved in the process but a good solution had been made.

Mediation had taken place and the results were due to be agreed. The new complaints and appeals handling procedure had been ratified at the EANAB August meeting.

Lindsay Cole had previously circulated his final report.

Lindsay Cole thanked EAL for their help with the forming of EANAB and commented that it had been challenging task but that things had improved a lot over the last few years and there was now good quality work being carried out and a much improved relationship with EAL. Lindsay Cole commented that he still felt that health would become as important an issue as noise in the future.

He concluded by saying that there was now compromise being achieved rather than confrontation and Lindsay thanked EANAB members, the Airport team and EACC for all their help over the last 6 years.

Lindsay was thanked by Robert and Gordon.

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

This had already been actioned at the beginning of the meeting.

There being no other business the meeting closed at 12.45 and the next meeting would be held on Monday 6<sup>th</sup> November at the Doubletree.