Edinburgh Airport Consultative Committee

Chief Executive's Report

Meeting date	9 November, 2026
Period covered (Year/Quarter/covering months)	2026, Q3 – July, August, September
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1. Traffic figures

- All percentages are reported to one decimal place.
- Any negative figures or decrease in percentages are reported in red.

1.1 Passenger figures

Passenger figures	Jul '26	Aug '26	Sep '26	Q3 '26 Total	Q3 '26 % of Total	Q3 '25 % of Total	% change '26 vs '25
Domestic	404,257	392,536	374,003	1,170,796	21.7%	23.2%	-2.7%
International	1,476,496	1,444,204	1,312,369	4,233,069	78.3%	76.8%	6.4%
Total	**1,880,753**	**1,836,740**	**1,686,372**	**5,403,865**	**100.0%**	**100.0%**	**4.3%**

1.2 Aircraft movements

Aircraft movements	Jul '26	Aug '26	Sep '26	Q3 '26 Total	Q3 '26 % of Total	Q3 '25 % of Total	% change '26 vs '25
Domestic	3,714	3,586	3,660	10,960	29.5%	30.8%	-2.5%
International	9,062	8,956	8,228	26,246	70.5%	69.2%	3.7%
Total	**12,776**	**12,542**	**11,888**	**37,206**	**100.0%**	**100.0%**	**1.8%**

1.3 Aircraft traffic mix

Passenger traffic mix	Jul '26	Aug '26	Sep '26	Q3 '26 Total	Q3 '26 % of Total	Q3 '25 % of Total	% change '26 vs '25
Scheduled	1,871,742	1,828,065	1,677,756	5,377,563	99.5%	99.4%	4.3%
Charter	7,214	7,314	7,203	21,731	0.4%	0.5%	-9.7%
Other	1,797	1,361	1,413	4,571	0.1%	0.1%	-1.4%
Total	1,880,753	1,836,740	1,686,372	5,403,865	100.0%	100.0%	4.3%

1.4 Day v night aircraft movements

Day vs night aircraft movements	Jul '26	Aug '26	Sep '26	Q3 '26 Total	Q3 '26 % of Total	Q3 '25 % of Total	% change '26 vs '25
Night (0000-0559)	799	785	735	2,319	6.2%	5.7%	11.4%
Day (0600-2159)	11,320	11,096	10,546	32,962	88.6%	89.0%	1.3%

Evening (2200-2359)	657	661	607	1,925	5.2%	5.3%	-0.2%
Total	**12,776**	**12,542**	**11,888**	**37,206**	**100.0%**	**100.0%**	**1.8%**

1.5 Traffic commentary

- Between July-September 2026, 5.40 million passengers used Edinburgh Airport – that's 4.3% higher vs Q3 2025.
- Overall aircraft movements are up by 1.8% vs 2025, driven by international traffic.
- Jan-Sep passenger numbers remain strong at 13.60 million, up 5.0% on last year's passenger volumes.

2. Capital Investment

2.1 Key Projects in delivery

Project / Initiative Name	Stage	End Date
TIE SEPEX Ph1	Delivery	Q3-27
TIE Terminal Transformation Phase 1 Foxtrot Reconfiguration	Delivery	Q2-27
Car Rental Futures	Delivery	Q2-27
Car Parking Futures Phases 3-5	Complete	Q4-26
Fuel Capacity	Delivery	Q1-27

2.2 Summary of projects

TIE SEPEX Ph1

This extension will see eight gates, seating areas and retail units constructed to address gate capacity. Erection of steelwork is underway on site. Completion is scheduled for Q3 2027.

Car Parking Futures Phases 3-5

Car Parking Futures phase 3-5 is now complete; this project has delivered an additional 2600 car parking spaces.

TIE Terminal Transformation Phase 1 Foxtrot Reconfiguration

Works to reconfigure the Foxtrot taxiway are underway on site as part of the overall expansion programme. Foxtrot works are scheduled for completion in Q2 2027.

TIE Terminal Transformation Phase 2 RNEX

The RNEX project will deliver additional retail space within the main departure lounge. Works are due to commence on site in Q1 2027.

Water Quality

EAL is working closely with SEPA on the Water Quality project which provides an enhanced ability to capture de-icing runoff. It will improve the water quality across all adjacent watercourses.

Fuel Capacity

The Fuel Capacity project aims to provide storage capacity and infrastructure within the existing fuel farm to meet airline demand and forecast traffic growth. Works have commenced on site and are progressing towards completion in Q1 2027. Phase 1 is complete, and fuel tankers are now operating wholly airside.

2.3 Projects commentary

- In 2026 the number of separate projects underway to date is 138, the forecast capital expenditure is £121m.
- In 2027 the capital expenditure is expected to increase further to around £142m with work taking place on 159 separate projects.
- The team continue to future proof the airport and map out projects to improve the airport longer term but are also heavily involved in solutions to immediate issues when and where they require input.

3. Community Investment

- *The Community Fund budget is provided by the airport and is directly linked with passenger numbers.*
- *The Community Fund board meet three times a year and is chaired by Alex Cole-Hamilton, MSP for Edinburgh Western.*
- *Application information can be found at edinburghairport.com/community*

3.1 Community Fund

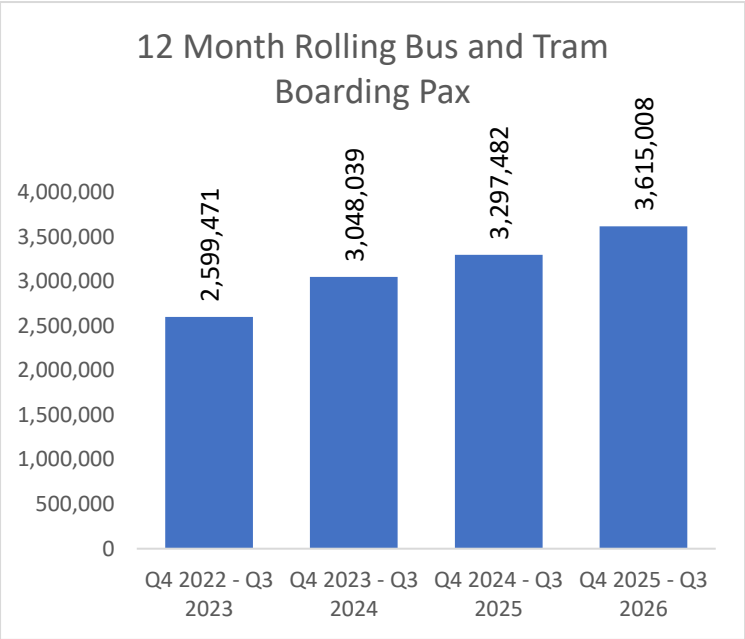
- Q3 saw the second meeting of the Community Fund in 2026.
- £258,759 forecasted for distribution throughout the year. Actual funds distributed will be adjusted based on passenger actuals.
- April saw £86,253 distributed to 30 projects.
- In total, there were 103 applications with a total requested value of £484,035.
- Examples of successful projects this round include funding of software for an Edinburgh school which will allow non-verbal, non-mobile children to interact with technology and communicate with others. Others included solar panels for a local canal boat as well as equipment for biodiversity and growing area projects

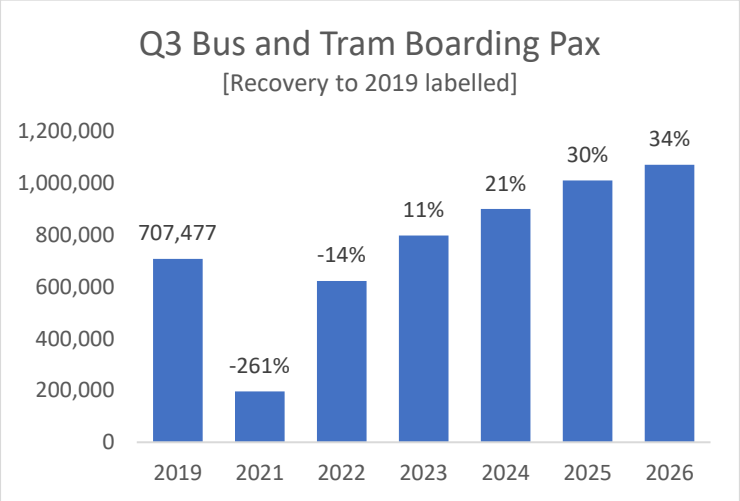
3.2 Charity work

- The process of shortlisting a charity partner for 2026/2027 concluded in Q4 2025 with Change Mental Health unveiled as the winning charity.
- Change Mental Health has had one mission for over 50 years – to help and support people affected by mental illness.
- As charity partner, they benefit from advertising space sharing their message to over 17 million passengers, our foreign coin collections, fundraising, special match funding, gifts in kind, and other ad-hoc benefits.
- Q3 saw £36,773 raised and donated.
- Fundraising events included running challenges, zipslides, golf days, Kiltwalk and more.

4. Surface access

4.1 Bus and tram services

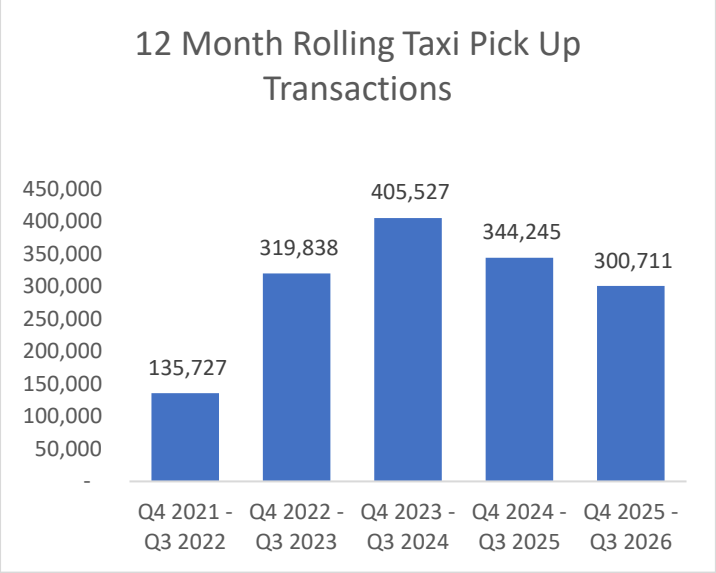


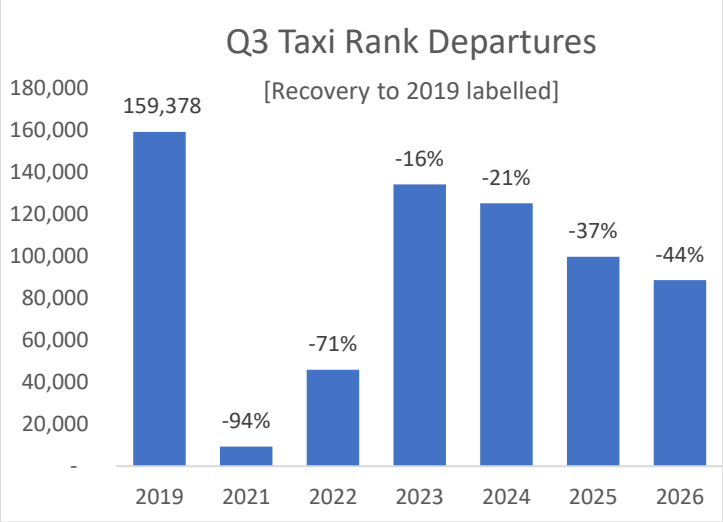


- Public transport market share for Q3 2026 was 39.6%.
- The tram only ran for part of the route (EDI to West End) from 9th July to August 29th due to an issue in the city centre. This saw an increase in pax using Airlink 100 and Lothian 17.
- Ember launched a new route to Livingston 1st July 2026 expanding into previously unserved routes with two alternating variations and a frequency of every 20 minutes 24/7. The first variation connects stops not serviced by any other airport operator in: Ratho, Wilkieston, Calderwood, East Calder and Mid Calder every 40 minutes. The second variation connects St John's Hospital and A899 Fastlinks with EDI, the only direct public service between the airport and one of Scotland's largest hospitals every 40 minutes.

- Ember launched a new route to Glasgow on the 2nd September which serves intermediate communities along the route: Chapelhall, Harthill, Heartlands, Livingston Deer Park, Ratho Station and the airport hotel campus, broadening the catchment for passengers and staff.

4.2 Taxi services





4.3 Yearly Mode Share

Year	Month	Car Parking	Public Transport	Taxi	Coaches	Car Rental	Other
2019	**Total**	**40.6%**	**33.7%**	**11.0%**	**7.1%**	**6.7%**	**0.9%**
2023	**Total**	**39.7%**	**36.6%**	**8.9%**	**6.3%**	**5.4%**	**3.1%**
2024	**Total**	**39.5%**	**39.5%**	**6.5%**	**7.5%**	**6.1%**	**0.9%**
2025	**Total**	**38.4%**	**39.6%**	**5.2%**	**8.2%**	**6.0%**	**2.6%**
2026	**YTD**	**36.4%**	**40.1%**	**4.3%**	**7.9%**	**6.4%**	**4.9%**

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5. Aircraft noise

- *Our Service Level Agreement (SLA) is to respond to noise complaints within five days.*
- *All percentages are reported to one decimal place.*
- *Any negative figures or decrease in percentages are reported in red*

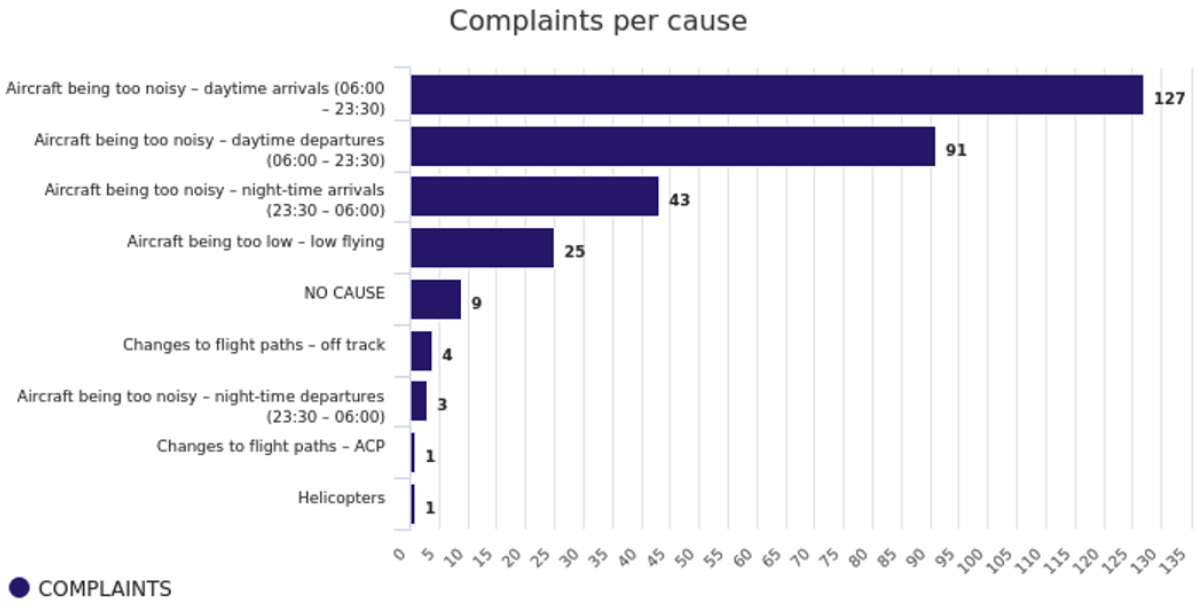
5.1 Noise complaints received

	Jul-26	Aug-26	Sep-26	Q3/2026 total	Q2/2026 total	% change Q3/2026 v Q2/2026	% change Q3/2026 v Q3/2025
Noise complaints	140	140	20	300	312	-2.6%	-12.6%
Complainants	14	18	10	40	38	-3.8%	-32.2%
Answered in SLA	71.1%	97.1%	90.9%	84.5%	84.0%	0.7%	-13.2%

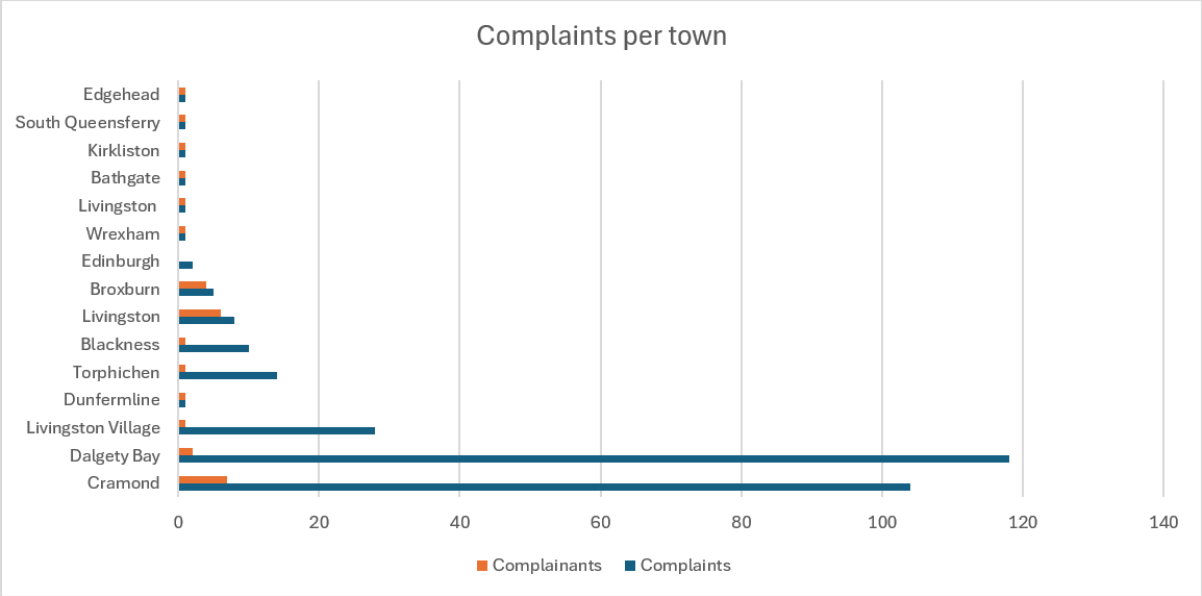
5.2 Runway use

	Period	Jul-26	Aug-26	Sep-26	Q3/2026 total	Q2/2026 total	% change Q3/2026 v Q2/2026	% change Q3/2026 v Q3/2025
Runway 06	day	3588	3580	718	7886	9874	-20.1%	-1.3%
	night	305	251	39	595	660	-9.8%	3.5%
Runway 24	day	8234	8041	10300	26575	22649	17.3%	2.7%
	night	602	665	815	2082	1743	19.4%	4.9%

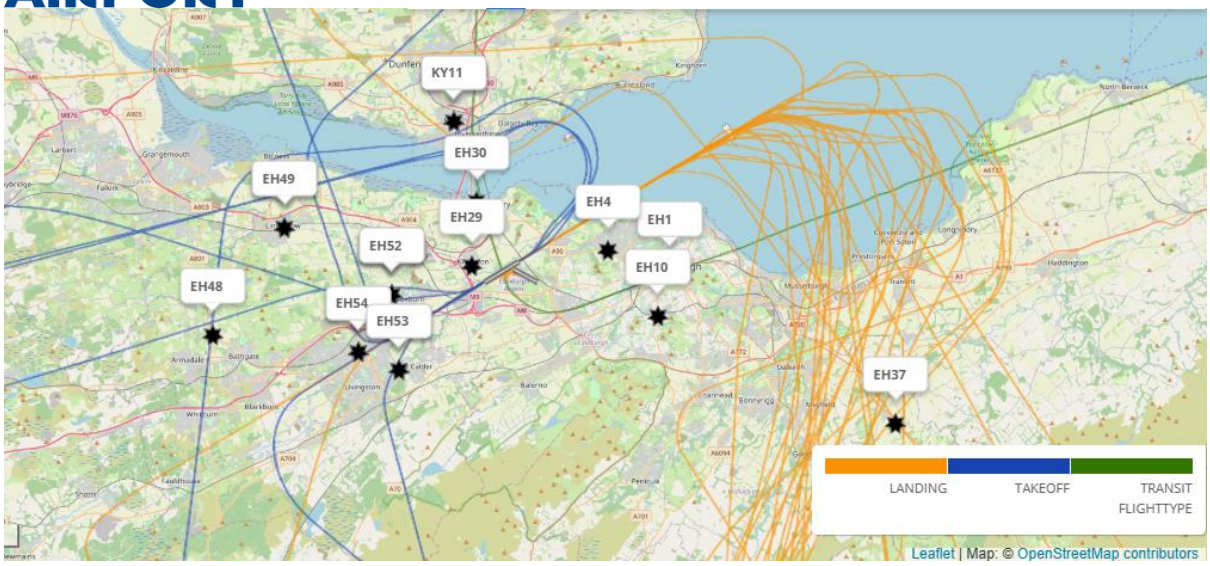
5.3 Complaints by type of enquiry



5.4 Complaints by area sorted by number of complainants



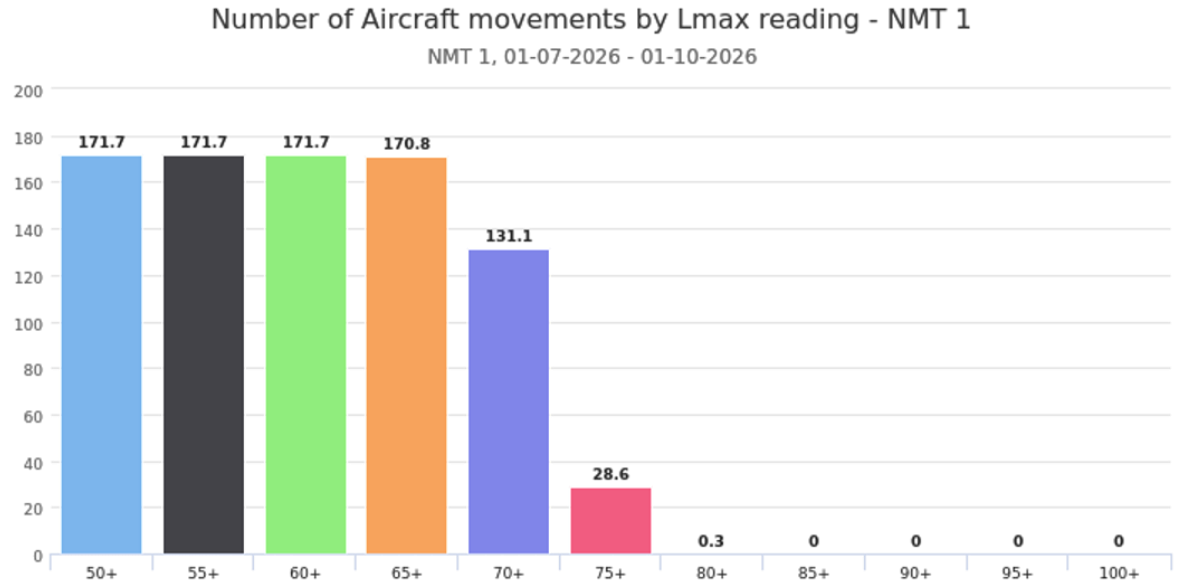
Heat map detailing location of complaints and altitude of aircraft:



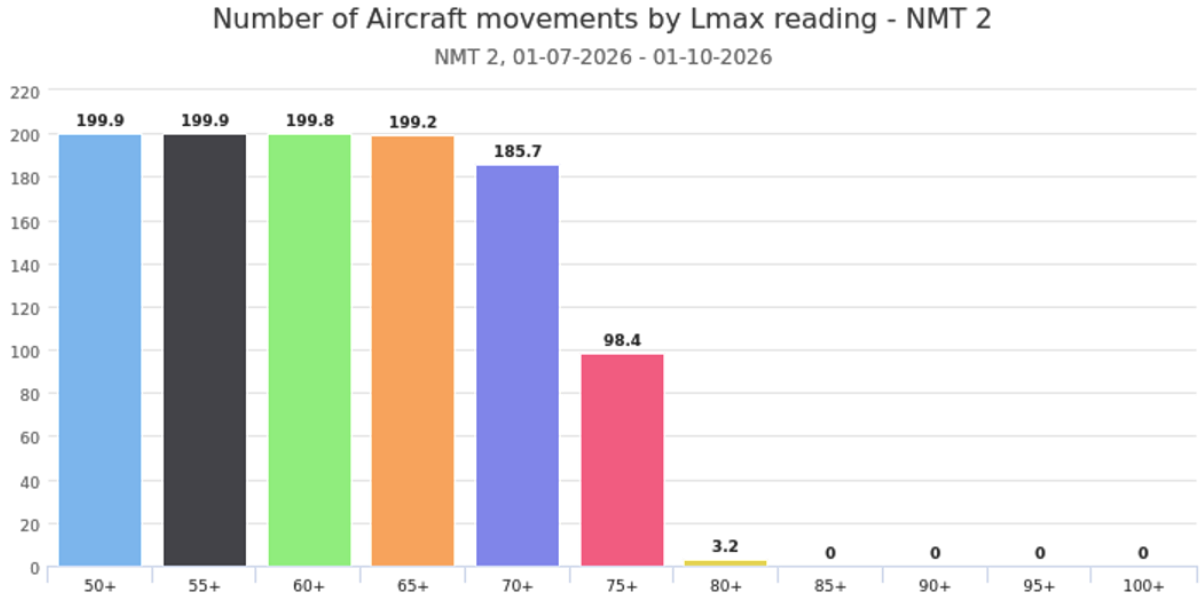
5.5 NAX

The NAX charts below detail the number the average number of aircraft per day that exceeded the noise level detailed on the X axis, at that monitor during the Quarter.

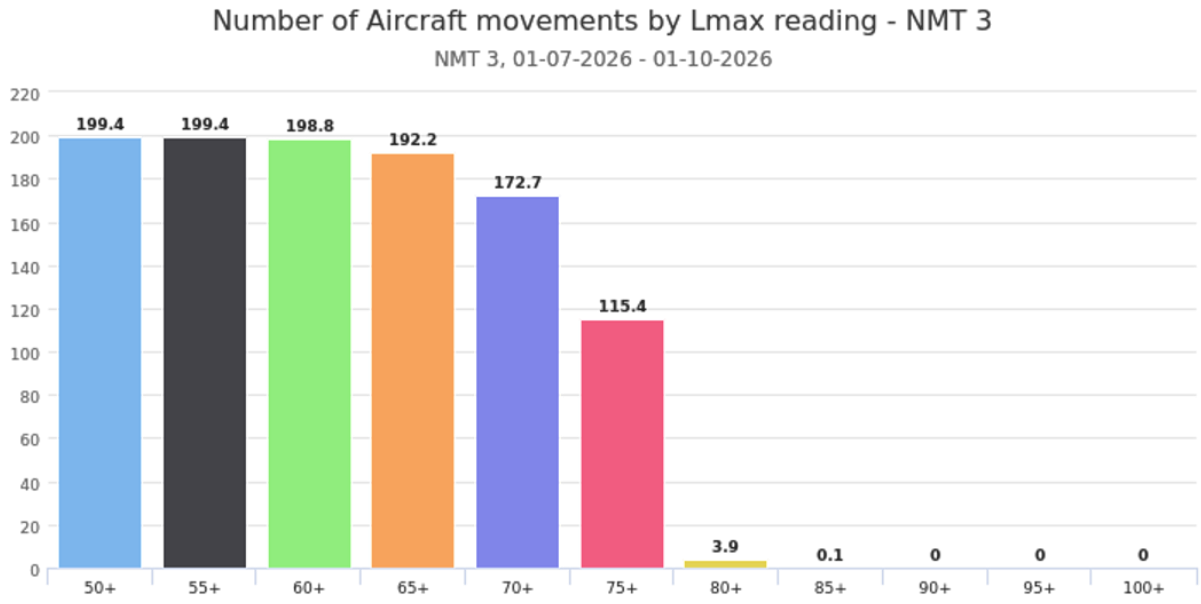
Monitor 1 - Livingston



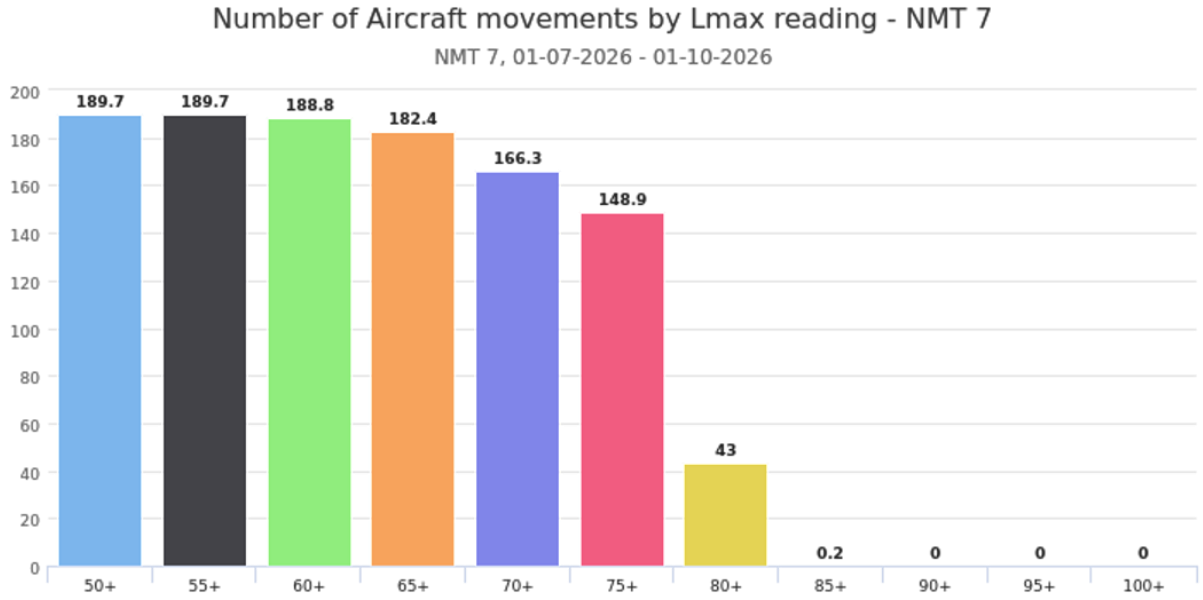
Monitor 2 – Bathgate



Monitor 3 – Cramond



Monitor 7 - Cramond primary school



5.6 Complaints

The table below details any complaints found to be justified and the reason for the diversion from SID or any other issue and provides relevant details. Standard Instrument Departures or SIDs are the technical term for departure fight paths.

EDI Day Quarterly complaints (06:00 - 23:30)									
Date complaint made	Date/time of disturbance	Area	Cause	Aircraft Type	Departure Airport	Destination Airport	SID	Valid Y/N	Reason
2026-08-14 09:00:10	2026-08-14 06:56:18	Ecclesmachan	Changes to flight paths – off track	B738	EGPH	LEMG	GRI3C	Y	Weather
2026-08-19 16:17:10	2026-08-19 15:51:00	Uphall	Aircraft being too low – low flying	A320	EGPH	EGLL	GRI3C	Y	Weather
2026-08-28 21:39:21	2026-08-28 21:30:00	Edinburgh	Aircraft being too low – low flying	UNK	UNK	UNK			Military - transit
2026-08-28 21:45:26	2026-08-28 21:30:00	Dunfermline	Aircraft being too low – low flying	UNK	UNK	UNK			Military - transit

2026-08-30 19:15:25	2026-08-30 19:06:21	Mid Calder	Aircraft being too noisy – daytime departures (06:00 – 23:30)	A320	EGPH	EGLL	GRI3C		Weather
2026-09-26 20:41:41	2026-09-26 20:32:31	Broxburn	Changes to flight paths – off track	B38M	EGPH	ESGG	GRI3C		Off track – under investigation

EDI Night Quarterly complaints (23:30 - 06:00)									
Date complaint made	Date/time of disturbance	Area	Cause	Aircraft Type	Departure Airport	Destination Airport	SID	Valid Y/N	Reason
No applicable complaints									

5.7 Noise commentary

- Edinburgh Airport's Noise Action Plan 2024 – 2028 final document, summary document and consultation response and actions documents can now be viewed and downloaded from the Noise Lab https://noiselab.casper.aero/edi/content/2/noise-action-plan/ This plan provides information on Edinburgh Airport's 2025 Noise Insulation Scheme.

- Our insulation scheme launched in mid-December 2025, with information sent to all properties that may be eligible to apply. The table below sets out the applications received and the budget allocated at the time of report publication. Eligibility to apply to the scheme can be checked on the insultation pages of the noise lab https://edi.noiselab.casper.aero/addressDB

2025 Noise Insulation Scheme Q2 2026	Number of Properties
Number of applications	175
Number of eligible applications	147
Initial home visit arranged	136
Funds assigned from 2026 budget	£248,363.00
Final visit arranged	40

Ineligible - out-with scheme area	28
Complete	39
Funds allocated to date	£248,363.00

- Of the 300 complaints made in Q3 2026, 242 (80.7%) were made by four frequent complainants:
    - 98 (32.6 %) by two complainants in Cramond.
    - 116 (38.6 %) by one complainant in Dalgety Bay.
    - 28 (9.3 %) by one complainant in Livingston Village.

- EANAB noted an error in the Casper data supplied within the EANAB & EACC Q2 reports, Casper carried out an investigation into the cause and this report and updated Quarterly reports have been supplied to EANAB board members.
- The installation of a new fixed noise monitoring station at the former MOD Craigiehall Barracks site is now complete, and data available on the Casper NTK system. Updated report formats will be worked on in the next few months to allow this data to be incorporated within EANAB and EACC quarterly reports.

6. Route development

6.1 Route commentary

Overall Market Update:

- Q3 2026 was another record-breaking quarter for Edinburgh Airport, with the highest Q3 passenger volumes in the airport's history.
- International traffic continued to drive growth, with passenger volumes increasing by 3.7% compared to Q3 2025.
- All three months recorded year-on-year growth, with passenger numbers up 5% in July and 4% in both August and September.
- Airlines continue to operate against a backdrop of aircraft delivery delays, fleet maintenance challenges and higher fuel costs, all of which are placing pressure on the wider aviation sector.

Airline updates:

Delta

- Delta plan to increase their ATL route to daily in Apr27 (from 5x weekly in Apr26), with all three routes continuing to operate on the 763.

easyJet

- easyJet have announced five new routes for S27: Tivat (Scotland's first route to Montenegro), Hamburg (unserved from EDI since W24), Rome Fiumicino (a route which has always been heavily underserved), Bilbao and Southampton.

Eurowings

- Eurowings has announced two new Christmas market routes for Dec26: Hamburg and Berlin, which will both operate 2x weekly across December.

Norwegian

- Norwegian have added 1x weekly frequency on ARN and 1-2x weekly frequencies on CPH for S27.

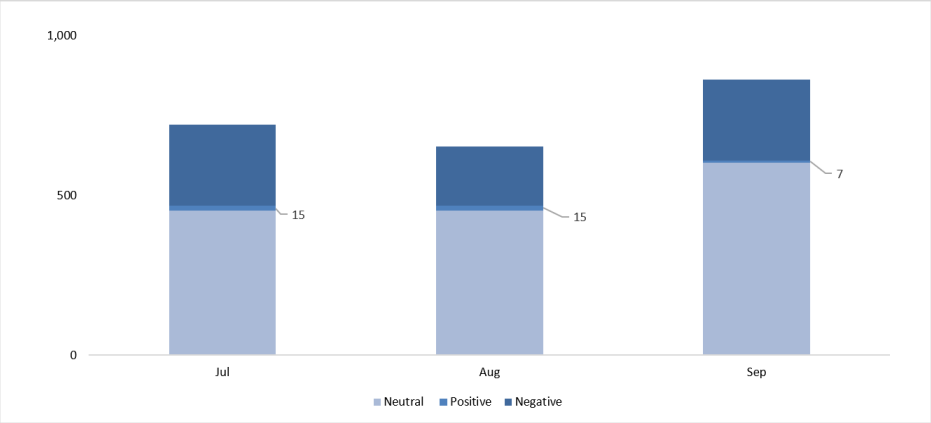
Vueling

- Vueling will increase frequency on their Barcelona route by 2x weekly for S27, and will operate their Bilbao route across the full S27 season (previously shoulder months only), with a frequency increase from 2-3x weekly in peak S27.

7. Passenger satisfaction analysis

7.1 Complaints, compliments, enquiries and suggestions

Received via email, phone call, webform, letter and live chat.



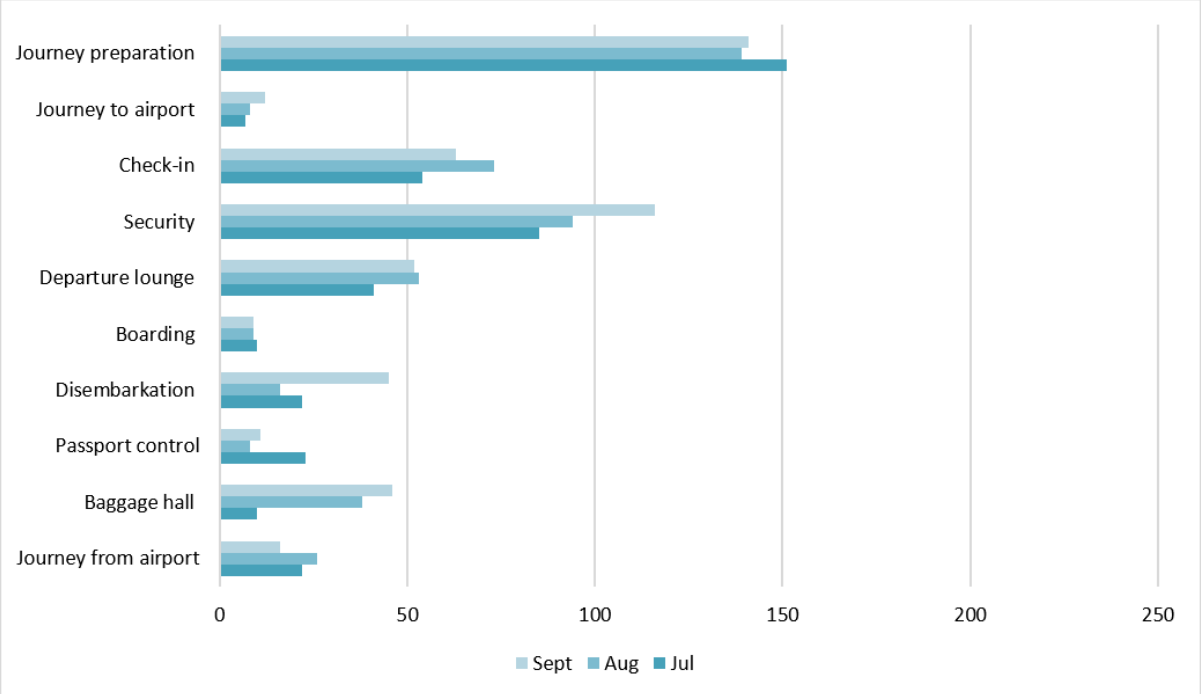
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7.1.2 Commentary

	Jul-26	Aug-26	Sept-26	Total Q3 2026	Q2 26 vs Q3 26 % Change	Total Q3 2025	Q3 2026 vs Q3 2025 % CHANGE
Complaints	255	185	253	693	-18%	737	-6%
Compliments	15	15	7	37	3%	45	-22%
Neutral	452	453	602	1,507	-2%	2,083	-38%
Total	722	653	862	2,237	-7%	2,865	-28%

- During Q3 the average satisfaction score was 82.90%.
- Q3 closed with an average of 1.29 complaints per 10,000 passengers.

7.2 Passenger Satisfaction



- In Q3 the area with the most enquiries and feedback was 'journey preparation' as we have seen previously. This is in line with what we would expect as passengers plan their journey prior to traveling to the airport.