



EDINBURGH AIRPORT CONSULTATIVE COMMITTEE



ANNUAL REPORT 2025

As Chair of the Edinburgh Airport Consultative Committee (EACC) I am delighted to welcome you to our Annual Report covering our work during 2025.

The EACC was established by Edinburgh Airport Ltd (EAL) by virtue of its statutory obligation to provide adequate facilities for consultation to a broad cohort of stakeholders on any matter of interest concerning Edinburgh Airport's management and operation.

The EACC is independent of EAL.

EACC conducts its business through four quarterly meetings and by correspondence between meetings as required.

The EACC is publishing this third Annual Report as an ongoing step in improving our community engagement and increasing our transparency. We continue with our quarterly meetings being open to the public and the posting on our webpage of our Constitution, the minutes of our meetings with any presentations we have received, together with the written reports by the Chief Executive of EAL which we consider and scrutinise at these meetings.

You can access our webpage here:

<https://corporate.edinburghairport.com/community/edinburgh-airport-consultative-committee>

In addition to being independent and transparent, our other values include being representative, knowledgeable, constructive, effective, diverse and inclusive. We have agreed our aims and now these aims and values will be delivered and embraced, and how we will operate. We set own agendas and track agreed actions by a rolling action plan.

EAL has also established the Edinburgh Airport Noise Advisory Board (EANAB) and the Edinburgh Airport Accessibility Forum (EAAF) and we liaise with those bodies in carrying out our remit.

There are twenty-five EACC members, a number that gives everyone the opportunity to make their contribution at our meetings. Our members include our excellent and knowledgeable Secretary, Janice Hogarth, elected members from each of the six surrounding councils and the three nearest community councils, representatives from commerce, for consumers, the unions, travel agents and the travel industry, the police, transport interests, and from EANAB as well as a representative for passengers who need assistance, have restricted mobility or have hidden disabilities and a representative who is a frequent flyer. Our members for 2025 are listed in this Report.

EAL is represented at our meetings by its Chief Executive and other senior officials.

Our core purpose is to shine a light on the topics in relation to which our members wish to engage with EAL. That involves our members raising matters on behalf of constituents and stakeholders they represent and receiving explanations from EAL which our members then pass back. It involves the EACC receiving information from specialists in relevant areas. Crucially, it involves EAL bringing to the EACC proposals at a time when they are public but still at a formative stage, with sufficient reasons and time for the EACC to give the matter proper consideration and make a response. It involves EAL providing the EACC with adequate reasons as to how it has conscientiously taken into account the responses from the EACC when finalising its decisions. In that way the consultation is a fair and worthwhile exercise. Our members represent diverse interests whose policies and objectives are not always aligned with one another, or with EAL. I am delighted that it has been my experience that all attending EACC meetings, whatever their differing viewpoints, have treated each other with respect and courtesy at all times. EACC members have also in the recent past shared informative visits to the airport including behind the scenes, “airside” and to the iconic control tower. Future visits are being arranged for 2026. Our work continues between meetings, responding to consultations and making representations to reflect those diverse interests and differing viewpoints.

We have a number of key issues which we keep under ongoing consideration.

These issues include the whole passenger experience from arranging their journey, getting to and from the airport, parking, drop-off, check-in, security, hospitality and retail facilities, timekeeping, border control and baggage reclaim, all in an environment where passenger numbers are now increasing year-on-year. We appreciate that the airport operates through a complex network of separate commercial entities and there are lots of fast-moving parts beyond the direct control of EAL. However, EAL can and does exercise its considerable commercial leverage when that is necessary. We expect it to do so. In a competitive travel market, EAL and the passenger share a common interest for the experience of travelling through Edinburgh Airport to be as good a one as possible.

Another key issue is the impact of the airport and its related activities on the environment and biodiversity including the climate crisis, noise and air quality.

The airport’s role in ground connectivity and transport infrastructure and the current UK wide Air Space Change programme are also regular items.

Finally, we keep updated on wider aviation strategy and challenges in a world torn by conflict.

Aviation is not a devolved matter, so is reserved to Westminster, although much of what is done at and around the airport is regulated through Holyrood and local authorities. We have the benefit of being part of a family of consultative committees at airports across the United Kingdom (UKACC) which shares good practice, which shares information on all these important topics and through which we engage with the Civil Aviation Authority and the UK Department for Transport (DfT). Janice and I represent the EACC on the UKACC's Working Group and at its Annual Meeting. A weekly bulletin from the UKACC covering consultations and international, national and local issues is distributed to all EACC members.

I hope that you feel better informed on the work of the EACC through reading this Report and if you have any issues about the management and operation of Edinburgh Airport please do not hesitate to raise this through one of our members or directly by emailing our Secretary at the email address below.

Finally, I take this opportunity to thank all the EACC members, in particular our hardworking Secretary Janice Hogarth, all those who have attended from EAL and all who have presented at our meetings, for the considerable individual and collective contribution they have all made. I also thank our observers for their attendance at our meetings and the interest they have shown.

Robert Carr
EACC Chair

CHIEF EXECUTIVE'S FOREWORD

The past year marked another important chapter in Edinburgh Airport's growth. We welcomed almost 17 million passengers - an all-time high for any Scottish airport and a clear sign of the trust travellers place in us. That success is never guaranteed, and it reflects the dedication of the people who keep this airport running every day.

Our teams continued to meet rising demand with professionalism, resilience and a commitment to high-quality service. Capacity pressures, infrastructure demands and operational challenges were ever-present, yet colleagues responded with the determination that defines Edinburgh Airport. Storm Éowyn, an air traffic control outage and our busiest summer on record all tested us, and the team rose to each occasion.

The year also brought opportunities to showcase our strengths. We opened our on-site STEM Centre, powered by volunteers across the airport. We launched Scotland's first airfield solar farm. And we became the first Scottish airport to lift the 100ml liquids rule after a £24 million investment in our security hall, supported by our shareholders, VINCI Airports and GIP.

This was also our first full year as an active member of the VINCI Airports network, opening the door to new global collaboration. Our teams have worked closely with colleagues across airports of every scale - sharing best practice, learning from their experience, and proudly exporting our own expertise to support operations elsewhere. From sustainability and digital innovation to passenger experience and operational resilience, this exchange has already strengthened our approach at home.

Much of this work has been discussed with the Edinburgh Airport Consultative Committee, whose feedback, scrutiny and recommendations continue to be invaluable. That two-way dialogue helps us explain our decisions, understand their impact, and ensure we reflect the perspectives of the communities we serve. I remain grateful for the Committee's ongoing role as a constructive and trusted partner.

This will be my final year as Chief Executive of Edinburgh Airport. It has been a privilege to represent this airport and Scotland for the past fourteen years, and I will always be indebted to the people who have made our success possible. They have been the best team I have ever worked with.

I also want to thank members of the EACC - past and present - for their time, challenge and support over the years. I hope my successor enjoys the same strong relationship with the Committee, and I look forward to seeing the airport continue to go from strength to strength.

Gordon Dewar, Chief Executive of Edinburgh Airport.



WORK OF THE EDINBURGH AIRPORT CONSULTATIVE COMMITTEE

Meeting dates in 2025 :

Monday 10 February

Monday 5 May

Monday 4 August

Monday 10 November

WORK OF THE EACC

The Chief Executive's Report to the EACC

The Quarterly Report of the Chief Executive is presented in four sections headed:

- Enhancing Scotland
- Scotland's Best Business
- Zero Carbon
- Trusted Neighbour

As required by the EACC the report always covers the following matters with historical comparisons and performance indicators:

- a) traffic figures,
- b) capital investment,
- c) community investment,
- d) surface access,
- e) aircraft noise, air quality and other environmental impacts,
- f) route developments,
- g) passenger satisfaction.

The Chief Executive's reports are available on the EACC webpage.

Airspace Change

UK airports are required by the UK Government to modernise their use of airspace and Edinburgh Airport is part of that airspace master-planning.

Consequently, this airspace change programme is a topic that is of interest to EACC members and the people they represent. EAL is part-way through the airspace change process and the EACC is a key partner and consultee as EAL engages with a wide variety of stakeholders and its proposals evolve.

As such, throughout 2025 the EACC received regular updates from EAL on progress.

Noise and other environmental issues

The EACC is acutely aware of the impacts that the airport and its associated activities have on neighbouring communities who are, of course, represented on the EACC. EAL is committed to working to eliminate, reduce or mitigate all adverse impacts where possible and in terms of its obligations.

The issue of noise and night flights is one that is discussed at every EACC quarterly meeting.

While established and funded by EAL, the Edinburgh Airport Noise Advisory Board (EANAB) operates independently and impartially. EANAB community representatives collaborate with EAL, offering advice, information, and recommendations to mitigate the impact of aircraft noise on local communities. The Chair and another member of EANAB sit on the EACC and provide a link between the two bodies including by providing reports to the EACC on EANAB's activities.

Noise Action Plan

The European Parliament and Council Directive for Assessment and Management of Environmental Noise 2002/49/EC, more commonly referred to as the "European Noise Directive" was adopted in 2004 and requires Member States to bring about measures "intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise".

The Directive was transposed into Scottish legislation by the Environmental Assessment (Scotland) Act 2005 and the Environmental Noise (Scotland) Regulations 2006. These regulations set out two key tasks for managing environmental noise:

- Production of strategic noise maps for major roads, rail, airports and industry; and
- Development of Noise Action Plans (NAPs) to manage noise.

In terms of this legislation EAL is required to produce a Noise Action Plan (NAP) every five years.

Consultation on the draft NAP for 2024 to 2028 was open to responses from 11 November 2024 to 31 January 2025.

Two EACC members were appointed to and made contributions at the stakeholder group which assessed the terms of the consultation material.

Each of EAL, EANAB and Cramond & Barnton Community Council gave presentations on the draft NAP to the EACC February Meeting.

Responses were considered and incorporated into the plan and the NAP has been finalised and adopted by the Scottish Government.

The NAP outlines strategies to manage and reduce noise, including quieter aircraft operations, operational restrictions, noise abatement procedures, and land-use planning to protect noise-

sensitive properties. The plan also includes a Noise Insulation Scheme for homes most affected by aircraft noise, with eligibility based on daytime and nighttime noise contours.

Other environmental matters are addressed in the “Trusted neighbour” section of the Chief Executive’s Report and subject to question and comment by the EACC.

Passengers with Reduced Mobility

This important topic features in discussions at every EACC meeting.

The UK Civil Aviation Authority (CAA) is responsible for the enforcement of Assimilated Regulation (EU) No. 1107/2006 concerning the rights of disabled and less mobile persons when travelling by air (“UK Regulation (EU) No. 1107/2006”). This legislation is intended to ensure that disabled and less mobile passengers have the same opportunities for air travel as others, in particular that they have the same rights to free movement, freedom of choice and non-discrimination.

On 25 June 2025 the CAA published its eighth annual Airport Accessibility Report, covering the performance of UK airports in providing assistance services to disabled and less mobile passengers.

In relation to Edinburgh Airport this Report noted that following a change of contract to a new service provider in December 2023, there had been some operational issues. EAL addressed these by investigating significantly in both facilities and staffing to address increasing demand for the service, a 30% increase from the previous year, instructing the service provider to refresh its local management whilst also implementing recovery measures. This had an immediate effect, leading to improved performance throughout the rest of the year. Although the CAA placed Edinburgh in the “needs improvement” category because of these historical issues, the CAA stated that Edinburgh was routinely meeting a ‘very good’ standard by the time of the publication of the Report.

The Aviation Accessibility Task and Finish Group (AATFG) was established by the Department for Transport (DfT) and chaired by Baroness Tanni Grey-Thompson to bring together industry, consumer representatives and the sector regulator (CAA), to help drive improvements in aviation accessibility for Disabled passengers. The AATFG’s remit was to:

- assess existing and emerging evidence on key issues and barriers to air travel for Disabled passengers, and identify priority focus areas for the AATFG to address during its term;
- develop practical and achievable actions (short, medium and long-term) in these priority focus areas to facilitate improvements that can be implemented by industry, and where appropriate, by the government or regulator; and
- consider the most effective mechanism for implementing actions and evaluating their impact.

Clare Johnston, the EACC member who represents passengers who need assistance, have restricted mobility or have hidden disabilities, contributed to the work of the AATFG.

At the EACC May Meeting, Clare presented on a number of key issues which had been discussed by the AATFG including:

- the handling of mobility equipment and the need for respect for the passenger and their equipment, combined with the realization of the cost of damage and replacement;
- the standardization of processes across airports and airlines to ensure a smoother and consistent movement from arrival to departure;
- the knowledge required of the different types of batteries used in wheelchairs;
- the option of identification of hidden disabilities on a boarding card;
- the need for an increased number and tailoring of e-gates for passengers with mobility issues; and
- better processes for compensation when things go wrong.

The AATFG Report was published on 16 July 2025 and made 19 recommendations around 5 themes as follows:

Theme 1 – Training

Theme 2 – Passenger information and communications

Theme 3 – Non-visible impairments

Theme 4 – Mobility aids design and handling

Theme 5 - Tailored service and delivery

At the EACC August Meeting EAL presented on the AATFG Report, the arrangements in place at Edinburgh Airport and how it was implementing the recommendations.

Installation of Next Generation Security Scanners

At the May Meeting EAL reported that installation of the Next Generation Scanners in the security area had been completed successfully. There were now eight operational scanners which would enhance and speed up the experience of going through security as liquids did not need to be taken out of a passenger's luggage. Edinburgh was accordingly the first Scottish airport to lift the 100ml liquids rule after a £24 million investment by EAL in its security hall.

Duncan MacLennan Report

At the EACC May Meeting EAL presented on the Report by Professor Duncan MacLennan commissioned by EAL entitled the "Future Flying Up in the Air?" The Report had highlighted the critical role of aviation in the Scottish economy and the need for a more strategic approach led by government to maximise benefits and achieve net-zero aviation omissions. Scotland had the potential to accelerate its just transition and attract investment, including in renewable and sustainable aviation fuel production.

CAA Environmental Information Forum

Adam Cumming represented the EACC on the CAA Environmental Information Forum and at our EACC 2025 meetings gave updates including on:

- CAP1616 consultation on Air Space Change
- the UK Aviation Environmental Review
- Noise Action Plans
- Aviation Noise Attitudes Survey
- Climate risks to Aviation.

Resilience for travellers when problems occur

At the EACC May Meeting David Dunphy, the Frequent Flyer representative, and Jimmy Martin the ABTA representative, each gave presentations on the challenges, solutions and remedies available to passengers when flights are delayed or cancelled. EAL provided its perspective on the assistance and signposting it provides.

EACC MEETINGS 2026

Dates for the EACC meetings in 2026 have now been set, with all meetings taking place at Novotel Edinburgh Park Hotel:

Monday 9 February

Monday 11 May

Monday 10 August

Monday 9 November

All meetings will be in public, and members of the public are welcome to attend to observe.

This is subject to change where and when required.

To attend any meeting or to log a query with the EACC, people can send an email marked FAO EACC to: communications@edinburghairport.com or janicehogarth@yahoo.com

EACC MEMBERS

Chair: Robert Carr

Secretary: Janice Hogarth

- Cllr Kevin Lang (City of Edinburgh Council)
- Cllr Dave Dempsey (Fife Council)
- Cllr John McMillan (East Lothian Council)
- Cllr Tom Conn (West Lothian Council)
- Cllr Colin Cassidy (Midlothian Council)
- Cllr Carol Hamilton (Scottish Borders Council)
- John Howison / Gordon Mina (Cramond and Barnton Community Council)
- Agnes Rothney (Kirkliston Community Council)
- Kate Watt / Elspeth Gray (Ratho & District Community Council)
- Jimmy Martin (ABTA)
- Kate Nowakoska (Edinburgh Chamber of Commerce and Industry)
- Stephen Percy-Robb (Fife Chamber of Commerce)
- Donald Spencer (Consumer Representative)

- Adam Cumming (Edinburgh Airport Amenity Group)
- James Birch (AOG)
- Binnie (Unite)
- Clare Johnston (Passenger Assist/PRM)
- Inspector Caroline Flynn (Police Scotland)
- Ken McNab / Mike Tibbert (SPAA Representative)
- Rachael Murphy (Sustrans)
- Blake Cushnie (Edinburgh Airport Noise Advisory Board)
- David Dunphy (Frequent Flyer)