

Minutes of the 210th EACC meeting held on Monday 4th November 2024
at the Novotel at Hermiston Gait – Edinburgh

Present Robert Carr (Chair)
 Janice Hogarth (Secretary)
 Gordon Dewar (CEO Edinburgh Airport)
 Gordon Robertson (Communications Director EAL)
 Fiona Gibb (Airport Operations EAL)
 Adam Cumming Edinburgh Airport Amenities Group
 Cllr Dave Dempsey Fife Council
 Stephen Robb Fife Chamber of Commerce
 Donald Spencer The Consumers Association
 Cllr Kevin Lang City of Edinburgh Council
 Peter Scott Cramond & Barnton Community Council
 Jimmy Martin ABTA
 Clare Johnston Passenger PRM Representative
 Kate Nowakowska Edinburgh Chamber of Commerce (ECOC)
 Cllr Tom Conn West Lothian Council
 David Dunphy Frequent Flyer Representative
 Caroline Flynn Police Scotland
 Ken McNab SPAA
 Cllr Carol Hamilton Scottish Borders Council

Apologies_ Kate Watt Ratho & District Community Council
 Dougie Main Unite
 Cllr Colin Cassidy Midlothian Council
 Blake Cushnie Edinburgh Airport Noise Advisory Board
 Cllr John McMillan East Lothian Council
 Agnes Rothney Kirkliston Council
 Rachael Murphy Sestran

1. Welcome

Robert Carr welcomed all members attending to the meeting as well as the three observers.

2. The minutes of the previous meeting

The draft minutes of the Meeting on 4th August 2024 were approved

3. Other matters arising from the Minutes

Robert Carr reviewed the items requiring actions from the last meeting.

The scheduled visit to the airport and control tower was now planned for January/February and Greg Maxwell will be in contact with a date.

The proposed presentation from Professor Duncan Maclellan had not yet been arranged and it was hoped that this could be delivered at a future meeting based on his availability.(via Teams)

The Subgroup to work with EAL on ACP will be covered later in the Agenda.

An update on customer experience will be covered by Gordon Robertson later in the Agenda under “Investing in people and places.”

The item raised previously regarding the figures in relation to arrivals by walking/cycling was being worked on and hopefully would be ready for the next meeting.

Gordon Robertson was still working on a replacement for Sandy Leggett and suggested that maybe there could be a future presentation about the control tower.

4. Chief Executive’s Report (EAL)

Traffic figures

Gordon Dewar announced that the airport was well ahead of 2019 figures and would probably hit 15 million passengers in 2024. Domestic traffic is still lower but starting to rise.

Larger aircraft are being used by some airlines which increases traffic but reduces the number of movements and night flight movements are reducing.

Gordon Dewar spoke about the resurfacing of the runway which was due next year and will involve 8 weeks of night closures. He also reported that the amount of disruption due to ATC delays had been lower than in 2023.

Robert Carr asked about the amount of night flights coming from the Eastern Mediterranean but it would appear that this is down to the individual airline’s scheduling. Gordon Dewar said that it should be better in the winter although he commented that EAL may lose a few places and/or frequency.

Gordon Dewar completed this section by talking about the positive news of Emirates recommencing their Edinburgh/Dubai service and also the announcement of American Airlines starting their US service in 2025 again.

Capital Investment

Gordon Dewar that the main item of expenditure would be the runway but there was a great deal of work being carried out in relation to the future expansion of the terminal and a big programme on expansion.

The fuel capacity project that meant the installation of new fuel tanks will meet the requirements for the increased level of fuel required in line with forecasted growth.

The West of Edinburgh project was seeing a new paper launched today and Gordon Dewar said that with the approval of the committee EAL would support this and they would then resubmit a plan.

Gordon Dewar updated the meeting on the installation of the new security scanners and confirmed that there were now three of the new scanners with a fourth due to be up and running by Christmas. It was still unclear whether the 1-2 litres of liquids would need to be checked but this was a decision to be made by the UK Government. The progress with the new scanners seemed to indicate that the reject rates would go down.

Community Investment

Gordon Robertson reported that the Community fund continued to receive a good volume of applications and money had been distributed for a number of diverse worthy projects. There also continued to be really good continued engagement from the staff of EAL.

Gordon Robertson commented that EAL had been able to help repairs to the Bo'ness and Kinneil Railway which had been vandalised and EAL had provide £7000 in support of the repairs.

He added that this would be the last week for the next rounds of applications and he will circulate the link. Clare Johnson asked for this to be circulated in a pdf format as well.

Action : Greg Maxwell to circulate the link for charity applications to EACC members

Surface Access

Gordon Robertson commented that the current public transport market share was sitting at 37.8% and he added that bus providers were working really well to co-ordinate the timings. This of course meant that this was contributing significantly to the carbon footprint of the airport

A project was also being looked at for car sharing.

A strategy for the security hall launched in April has given clear targets and it was suggested that a review could be discussed at the August 2025 meeting.

Noise Complaints

The Dalgety Bay monitor is still out of action but has been sent away for repair and upgrading

The NAP was would be live from 11th November for 12 weeks and June McClung had been very involved in this in conjunction with EANAB. There would be link from the website and a full communications plan was in hand.

Route Development

Gordon Dewar gave the positive news on new routes being launched and extensions of existing ones plus the introduction by Jet2 of the new A321neo which is their first aircraft of this type and will be based at Edinburgh Airport. The Aircraft is 20% more fuel efficient as well as a lower noise footprint of 50%.

Passenger satisfaction

Gordon Robertson advised that the baggage situation was better than before with any stray bags delivered within 24 hours and communications also much better than previously.

Gordon Dewar commented that this had been down to better reporting combined with better input data. The holding area was now well organised and the handlers are now investing in people which was creating better delivery.

5. Investing in People & Places

Fiona Gibb – Operations Manager gave a presentation on her role where she oversees projects from start to finish to help the passenger journey through the airport starting with check in.

Zone A – now has 40% more check in area with a much better screen with LED lighting giving much better flight information.

Zone D – now has a new extra bag drop belt and a 23m long video wall with passenger wayfinding

Clare Johnson asked about check in times which seems to vary through different channels, and she was asked to forward examples of this to Gordon Dewar/Gordon Robertson for them to investigate. The initial response was to add one hour.

Kevin Lang asked about disruption during the changes at the airport but the response was that all was going well and as one space opens and another closes there is minimal disruption.

Ryanair and EasyJet were collaborating and at the end of this, the hall will be transformed.

Ken McNab asked about the hold offs of aircraft waiting to get on stand and Gordon Dewar agreed to look into this but could only suggest aircraft arriving very early with a tailwind.

Peter Scott asked about standing in corridors waiting to board but this is unfortunately how EasyJet and Ryanair operate to minimise turnround of aircraft.

David Dunphy asked if a longer baggage belt could be installed in the arrival hall to increase the capacity but Gordon Robertson advised that this would mean removing a wall but that a possible archway is being considered.

Gordon Robertson thanked Donald Spencer and David Dunphy for their feedback and responded.

Security – there had been lots of changes with new scanners and training was very high on the agenda and the plan was that no-one should need to wait more than 10 minutes

Cleanliness – a new contract is being considered and Gordon Robertson is looking into this as he agreed that this is an important function although he did comment that timing can sometimes be part of the problem.

Check in – different airlines queue in different ways but the review taking place and change will help

Passport delays – it was agreed that this was a big problem as cuts in staffing levels were being made by BF but the main problems were when three or four aircraft arrived at the same time. More e gates would be coming.

Terminal seating shortage – there are plans to expand this and EAL are just finalising this.

6. Air Space Change Update

Gordon Robertson commented that EAL were disappointed to have failed Stage 3 Gateway (1 of 7) which was about the plan for consultation. EAL are due to meet the CAA to discuss the way forward with every document to have the same thread through it.

It was very challenging and now meant that the consultation would probably be at the end of the 1st quarter in 2025 but it would not be at the same time as the NAP sub group. It is likely to be more digital meetings with communities.

Kevin Lang asked for an update on the reasons for the failure and asked for a copy of the document and Gordon Robertson to circulate this.

It was noted that the CAA had resource issues as Robert Carr talked about how long the changes were taking to move forwards. The new Noise Action Plan must take into account Air Space change and noise issues must be considered and measured. Scottish Government interaction with NAP & ACP should be considered for a future meeting.

7. UKACC Update

Robert Carr advised the meeting that he would be attending the UKACC Annual Business Meeting & AGM in Leeds and would report back at the next meeting. He added that they were currently recruiting a new Chair for UKACC and also for Heathrow CISHA (Heathrow's equivalent to an ACC).

The UKACC had created a Factsheet on what an ACC is and a copy of this is now sitting on the EACC web pages so it was accessible by all.

The CAA consultation on the Future Direction of the UK Aviation Environmental Review was due by 18th January and Robert Carr encouraged any responses to be sent direct to the CAA.

8. Quarterly Report from EANAB

Adam Cumming reported that EANAB was continuing to monitor the number of night flights and was looking to get a true definition on the timings that were considered as night flights.

EANAB was continuing to work closely with EAL on the consultation on the next Noise Action Plan and it had recently been visited by a group from Amsterdam Airport to discuss similar issues on noise management and this had been a very successful collaboration.

Adam Cumming said that EANAB was looking to move forward on definitive data rather than what people think and so would require more robust modelling.

Blake Cushnie and Adam Cumming will represent EANAB and the EACC at the upcoming new CAA Forum which was due to have its first meeting on the 18th November but Adam Cumming noted that as yet there was no Agenda or terms of reference.

Gordon Robertson spoke about the maturity of EANAB and how what a good working relationship they now had and he also added that the sub groups were working well too.

Robert Carr suggested that perhaps the February meeting EANAB could give a presentation and update on their progress as an organisation.

Action Point : EANAB to present an update on EANAB

9. Review of Rolling Action Plan

This had already been covered under Matters Arising

10. AOCB

There was a comment regarding the fact it had been reported that there was currently no shuttle buses running to and from the long term car park. Discussion followed and it was suggested that it was only a 12 minute walk and should there just be transport in peak times ? Plans were in hand for all electric buses which were now planned and procured.

The area where some people had been parking over the yellow lines at the free drop off point in the car park was now blocked off.

Clare Johnson said that there was a need for a review on accessible needs for taxis and member of the committee were asked to forward comments to Gordon Robertson.

There was no other business, and the meeting closed at 12.20 with the next meeting scheduled to take place on Monday 10th February at 10.30 at the Novotel.