

*An introduction to*



*November 2015*

# *Introduction to RABA Group – Overview*

1. An Introduction to the UK's Regional & Business Airports Group
2. The important role of the UK's Smaller Regional & Business Airports - and how to ensure this is recognised within Government and the policy making process.
3. The Smaller UK airports can make a significant and positive contribution to the delivery of wider Government policy.
4. The policy measures needed to realise that contribution.
5. An outline of how can we work with Government to take forward this agenda?

# RABA Group's Membership

1	Alderney	12	Dundee	23	Lands End
2	Barra	13	Durham Tees Valley	24	London Ashford
3	Benbecula	14	Exeter	25	Cornwall Newquay
4	London Biggin Hill	15	Gloucestershire - Staverton	26	Norwich
5	Blackpool	16	Guernsey	27	London Oxford
6	Campbelltown	17	Humberside	28	Glasgow Prestwick
7	Cardiff	18	Inverness	29	London Southend
8	Carlisle	19	Islay	30	Stornoway
9	City Of Derry	20	Isle Of Man	31	Sumburgh
10	Coventry	21	Jersey	32	Tiree
11	Robin Hood Doncaster-Sheffield	22	Kirkwall	33	Wick John O'Groats

# *RABA Group's Contribution is of National Significance and Regional Importance*

- RABA Group was established in 2013 with the aim of ensuring the Davies Commission took into account the contribution and needs of the UK's smaller regional airports (less than 3 mppa) in its deliberations.
- Since then RABA has regularly prepared submissions to the Airports Commission, the DfT, the Transport Select Committee and the European Commission. We have also met with DfT and CAA officials who have consulted RABA on a range of issues in which our members have expert knowledge and significant experience.
- Our focus is **not** on issues of common interest to the whole airport sector in the UK/EU – on these we continue to offer our support to AOA, ERAA, ACI etc, Rather it is solely on issues of specific interest to smaller airports on which our members feel a clear and distinctive voice is needed.
- The driver for the Group today is, and over its two years of existence has been, the strong perception amongst our members that Government misunderstands or is blind to the role of the UK's smaller airports, and tends to adopt “one size fits all” policies tailored to the needs of larger UK airports (who have greater resources to make sure their voice is heard) and consequently in some instances that disadvantage or damage our members' interests.

# *RABA Group's Contribution is of National Significance and Regional Importance*

- In the UK 72% of all commercial/regulated airports handle less than 3mppa;
- RABA now represents 33 (around 75%) of these Airports, with others expected to join shortly; we have developed links with similar airports in Ireland, France & Sweden
- UK Airports less than 3mppa catered for over 10 mppa in 2014 (7% of the UK total); in 2007 the figures were 15mppa (10% of UK total). Their share of domestic passengers is higher (22%) reflecting their important economic and social role in connecting all parts of the UK and providing gateways to connections to onward global connectivity.
- RABA Group's members:
  - Handle 25% of all UK aircraft movements
  - Almost 50% of all military movements at civilian airports
  - Account for 24% of all business aviation movements

# RABA Group's Contribution is of National Significance and Regional Importance

	No of Airports	Movements			Passengers				
		Total	Of Which		Total	Total International	Of Which		Total Domestic
			Military	Business Aviation			EU	Other	
All UK Airports	61	3,025,317	22,338	63,364	241,739,195	199,213,593	127,842,660	71,370,933	42,296,173
All Airports <3mppa	44	1,011,600	13,319	22,444	16,174,882	6,658,443	5,934,293	724,150	9,427,250
RABA Members	34	769,106	11,096	15,353	10,718,348	5,031,742	4,505,804	525,938	5,601,057
Apts <3mppa % of all UK Apts	72%	33%	60%	35%	7%	3%	5%	1%	22%
RABA % of all UK Apts	56%	25%	50%	24%	4%	3%	4%	1%	13%
RABA % of Apts <3mppa	77%	76%	83%	68%	66%	76%	76%	73%	59%

# *RABA Group's Contribution is of National Significance and Regional Importance*

- In addition to their regional, sub-regional and local public transport and business aviation role, smaller regional airports give crucial support to a wide range of specialist aeronautical roles less suited to or impossible at larger, more congested, airports:
  - Dedicated freight, aid and mail operations
  - Support of UK's offshore energy industry
  - National security and emergency services, including air sea rescue, coastguard and fisheries protection
  - Significant military use – training, trooping, logistics and engineering
  - Aircraft maintenance, conversions, testing and teardown;
  - Flightdeck, cabin crew and aeronautical engineering training;
  - Air ambulance and emergency medical response bases
  - Aviation awareness 'events' such as air shows and more routine GA and more recently UAV's
  - Focal point of aerospace and other industry clusters
  - Ideal – and established – sites for Enterprise Zones
- Many of these activities have a wider city/regional economy, national interest or international dimension.

# *RABA Group's Contribution is of National Significance and Regional Importance*

- Typically RABA airports provide local access to air services for UK's secondary or tertiary cities, connectivity to its more remote and peripheral regions and reliever airport capacity/competition to the airport systems serving our major cities (e.g. London, Manchester & Birmingham).
- These airports are greatly valued by inward investors, the local business community and regional visitors for the convenient access they provide to all parts of the UK, to the EU single market and via hub airports to a full range of global destinations; all without the need for long surface journeys.
- As brownfield sites they frequently provide excellent locations around which to attract substantive aviation, and even non-aviation, related employment clusters – because of the high levels of connectivity (air, surface and utilities) they offer.
- As such they are significant generators of jobs and local economic activity, important anchors and catalysts to the growth of the UK's fast growing secondary and tertiary cities and cumulatively have the potential to make an important contribution towards UK economic re-balancing.

# *RABA Group's Contribution to Government Policy Delivery*

- One nation social cohesion – connecting all parts of the UK, including the devolved nations and Crown Dependencies - to London and each other
- Localism agenda – infrastructure assets and business catalysts of community, local and sub-regional importance
- Economic growth – Significant contributor to regional/local economy GVA/jobs
- Economic re-balancing – Reinforce policy recognition of the importance of secondary and tertiary cities and their regions (e.g. Northern Powerhouse, the City Deals programme and the Scottish Cities Alliance)
- Agglomeration economies – cluster development, spillover effects, airport contributions to city growth
- Equity of access – to the UK's and other hubs, the EU single market and the wider global economy without the inconvenience of travelling bigger airports, creating choice and competition
- Reducing red tape – addressing regulatory burdens and market distortions

## *Policy Measures to Encourage the Early Realisation of UK Smaller Airports' Contribution to the National Agenda*

- Air access to new runway capacity in the South East from the UK's peripheral cities and remoter regions
- Support for route development to other key hubs and business centres
- Reduce the disproportionate impact and costs of "one size fits all" regulatory requirements on smaller airports
- Offer greater recognition/encouragement of the role of airports in cluster development and international connectivity within city/regional growth policy
- Create a more propitious planning environment to facilitate the development of land within and adjacent to the operational boundaries of smaller airports and establish the concept of 'community airports' capable of providing a wider social and economic role in their locality – build on the benefits of Enterprise Zones
- Establish a smaller airport growth fund offering grants & loans to help smaller airports invest to transition to long term commercial sustainability
- Clearly and explicitly enshrine a significant regional dimension to the National Policy Statement on Aviation

# *How can RABA Work Effectively with Government to Deliver the National Agenda*

- Undertake sector-specific research to provide evidence on key issues, and better inform EU, Government, CAA, Devolved Administration, LEP and local decision-making.
- Provide a collective voice for RABA Group airports AND their extensive range of key private, public and political stakeholders (LEPs, SASIG, Local Chambers, Regional Airlines) and develop a policy platform they will all support.
- Disseminate best practice across the sector and engage constructively in relation to deliberations on EU State Aid and slot policy e.g.:
  - the need for transition funding to commercial sustainability or SGEI status;
  - making the UK consistent with other Members States when in applying EU Regulations on PSOs and Slot Regulations
  - creating a level playing field with the rest of the EU re cost allocation associated with airport security, policing, border controls and RFFS to allow UK smaller airports to compete on a level playing field with their rivals in Europe.
- Act as a conduit to gather Value for Money propositions for Government interventions that will deliver substantial national, sub-regional and city growth benefits on an environmentally sustainable basis