



ANNUAL MEETING

BUSINESS MEETING AGENDA & PAPERS

12 & 13 October 2026

The meeting will be Chaired by Colin Flack OBE, Chair of UKACCs
&
Shena Winning, Chair Stansted Airport Consultative Committee

BUSINESS MEETING AGENDA

MONDAY 12 OCTOBER 2026

14:30 – 16:00 - SESSION 1

1.1 Welcome and Introductions

- Welcome & Introductions – Shena Winning, Chair Stansted ACC.
- Welcome – Colin Flack OBE, Chair UKACCs (Chair of Birmingham ACC & Farnborough ACC).

1.2 Notes of 2025 Annual Meeting

To confirm the notes of last year's meeting and matters arising (attached).

1.3 London Stansted Airport – Now and into the future

Presentation by Gareth Powell, Managing Director, Stansted Airport Limited. To give an overview of London Stansted, its role within the region, current investment programme and future growth plans.

1.4 Training, skills development and recruitment in the aviation sector

Stansted Airport, the largest single site employer in the East of England, has made significant investments in a broad range of education and employment initiatives across all age groups. These are aimed at securing sustainable levels of skilled personnel across the aviation sector in order to support operating activities. The investments include the establishment of Stansted Airport College, Stansted Airport Employment and Skills Academy and the Aerozone Education Centre. The airport has also established apprenticeship and graduate schemes along with regular outreach events. The College, based at Stansted and run by Harlow College, was awarded the Aviation Professional Training Award at The Aviation Industry Awards UK 2026 in September.

Presentations will be given by:

- Marcella M'Rabety - Group Head of Social Sustainability, MAG
- Jennifer Crossling - Senior Education & Employment Manager, MAG
- Victoria Clayden-Smith - Head of Centre at Stansted Airport College (part of Harlow College)

16:20 – 17:20 - SESSION 2

2.1 DfT – Sector update and forward look

Presentation by Wayne Gasson and Huw Jones, Airport Engagement, DfT giving an overview of the aviation sector and minister activities over the past year.

2.2 DfT - Aviation noise and airspace update

Presentation by Tim May, DfT giving overviews of airspace modernisation, the new Air Navigation Guidance, recent research reports and Operation Blue Skies project.

17:20 Close of Day 1 Business

TUESDAY 13 OCTOBER 2026

09:00 – 10:00 - SESSION 3 (for ACC Chairs & Secretaries only)

UKACCs INTERNAL BUSINESS – PRIVATE SESSION

3.1 UKACCs Accounts

To approve the accounts for 2025-26.

3.2 Appointment of UKACCs Working Group

To approve the appointment of members to the UKACCs Working Group.

3.3 Chair's Report: UKACCs activities 2025-2026

The Chair to update on the work of UKACCs over the past year and key issues.

3.4 Our Airports: 2026 Experience and future opportunities & challenges

To discuss the experience of ACCs over the past year.

10:00 – 12:00 - SESSION 4 (for all attendees)

4.1 Health impacts of airports on local communities – PAPER 5

The Secretariat's background paper summarises recent studies and reports on aviation noise and air quality and the impact to human health. Presentations will be given by:

- Brian Stacey, Independent Chair, Heathrow Air Quality Working Group, CISHA on "Ultrafine Particles (UFP) - What they are, and how to measure them".
- Dr Xiangpu Gong, University of Leicester, to give an overview of recent studies on the impact of aircraft noise exposure and exposure-health relationships.

11:15 – 11:30 - BREAK

4.2 Roundtable discussions

Delegates to:

- Share experiences on mitigation measures and respite periods used by airports to address health impacts of aviation noise, particularly night noise, on local residents and how airports engage with communities on mitigation measures and the review of those measures.
- Consider ways for UKACCs and ACCs to promote the need for the introduction of UFP standards for the UK and possible wider monitoring by airports in the meantime.

Feedback from roundtable discussion

12:00 – 12:50 SESSION 5

5.1 Climate adaptation reporting at UK Airports – PAPER 6

The Government published its new [Climate adaptation strategy for transport](#) in December 2025. The Secretariat's paper provides background information on climate adaptation reporting in the UK. A presentation will be given by Chris Keegan, CAA on work with the Government on the development of a new specification to support climate adaptation pathways.

5.2 Manchester Airports Group's approach to climate adaptation

Presentation by Adam Freeman, Decarbonisation & ESG Director, Stansted Airport Limited.

12:50 - 13:15 – SESSION 6

6.1 Regional and economic connectivity across the UK – PAPER 7

The Secretariat's paper summarises Government and other studies commissioned in recent years assessing the need for enhanced connectivity to attract investment by making regions more accessible and attractive to businesses.

Roundtable discussion – delegates to share how airports and ACCs are viewing regional and wider economic benefits of enhanced regional air connectivity and action required by Government to support regional connectivity.

Feedback from roundtable discussion

14:00 – 14:50 - SESSION 7

7.1 Airport related car parking in residential areas - PAPER 8

Some airports continue to experience problems with airport related car parking and other parking activities in residential areas near airports. The Secretariat's paper provides background to the issues and approaches being taken by some airports in partnership with other agencies.

Roundtable discussion - Delegates to share experience on how their airports address the problem and their approach to partnership working.

Feedback from roundtable discussion

7.2 UKACCs Indicative Work Programme 2026-2028 – PAPER 9

Reflecting on discussions over the two days, to consider and approve UKACCs' Indicative Work Programme for the ensuing two years.

14:50 - UKACCs CHAIR'S CLOSING REMARKS

15:00 - ANNUAL MEETING CONCLUDES

**NOTES OF THE 48th ANNUAL MEETING OF THE
LIAISON GROUP OF UK AIRPORT CONSULTATIVE COMMITTEES (UKACCs)
HELD ON 27th AND 28th NOVEMBER 2025 AT BRISTOL AIRPORT**

ACCs present:

Birmingham	Colin Flack (UKACCs Chair)
	Rosemary Tyler
Bristol	David Hall
	Alicia Fox
East Midlands	Guido Liguori
Edinburgh	Robert Carr
	Janice Hogarth
Farnborough	Colin Flack (UKACCs Chair)
Gatwick	Tom Crowley
	Monique Smart
Glasgow	David Flint
Heathrow	Tracey Waltho
	Mark Izatt
	Tiana Kristeen – day 1 only
	Rebecca Cox
Leeds Bradford	Alan Wrigley
Luton	Martin Routledge
Manchester	Rachel Bailey
	Denise French
Prestwick	Bob Smith
Southampton	James Duguid
Stansted	Shena Winning
	Iain Stewart
Teesside	David Cosgrove

In attendance:

Wayne Gasson	DfT (part)
Huw Jones	DfT (part)
UKACCs Secretariat	Paula Street

Bristol Airport:

Graeme Gamble, Chief Operating Officer (part)
Tracy Comer, Media and Community Relations Manager (part)
Harry Ellis, Corporate Affairs & Community Engagement (part)
Ian Drury, Head of Corporate Affairs, Media & Community Relations (part)
James Cox, Public Affairs Manager (part)

Apologies:

Aberdeen	Alan Stewart
Belfast International	Tom McGrath
Inverness	Pat Hayden
London City	Duncan Alexander
Newcastle	John Littleton
Teesside	Brian Robinson

DAY ONE

1. SESSION 1

1.1 Welcome and introductions

- David Hall, Chair of Bristol ACC, formally welcomed everyone to the meeting and introduced the airport team. He briefly summarised his background and his experience of the airport since the 1980s.
- Colin Flack thanked Bristol Airport for hosting this year and welcomed those who were attending for the first time – Alicia Fox (Bristol), Tiana Kristeen (Heathrow), and Rosemary Tyler (Birmingham).

1.2 Notes of 2024 annual meeting

- Any matters arising were to be picked up on the agenda today.
APPROVED: the notes of the 2024 annual meeting.

1.3 Bristol Airport – now and into the future

- A presentation was received from Graeme Gamble, Chief Operating Officer at Bristol Airport, which would be circulated with the meeting notes.
- The airport's purpose was defined as "connecting our region responsibly", and the underpinning vision, values, and strategic intents were outlined.
- It served the whole of the southwest peninsula, with flights to 115 destinations. Its key competitors were Gatwick, Birmingham, and Heathrow.
- Passenger numbers had risen from 7.7million in 2016 and were predicted to reach 11.7million in 2027, close to the 12million planning permission cap. The mix of airlines had contributed significantly to this growth and the strong recovery following the pandemic.
- The airport's Sustainability Strategy 2023 – 2028 set out its environmental commitments. The outcome of some of the work had been seen during this morning's visit to the Public Transport Interchange and the Recycling Centre, and it had also been involved in hydrogen trials.
- It was a significant employer in the region and its contribution to the local and regional economy was described, including through apprenticeships; supply chain; school and college engagement; and its community funds.
- The issues for the local community in relation to living near the airport were night flights; noise; parking in local villages; and traffic and congestion.
- Its plans for the future were outlined with a £400m investment programme running over five years, the first phase of which was now complete and work on phase 2 underway. Following this, the aim was to serve 15 million passengers per annum. The growth plans up to 2040 to achieve this included a runway extension; new long haul opportunities; enhanced customer experience; additional aircraft stands; and easier boarding. It was anticipated that this would bring benefits such as employment; increased passenger choice; support for inbound tourism; investment in public transport; and a continued commitment to net zero.
- In response to comments and questions, a number of points were clarified, including:
 - The airport would be required to apply for planning permission to raise the passenger cap.
 - Its ownership had changed this month to an investment organisation with aviation experience who supported the current business plan.
 - Noise was a challenging issue, particularly given the airport's location in an area with low ambient background noise. It was recognised that future growth could result in increased congestion, and it continued to invest in road improvements and commit to increasing the public transport mode share.
 - The night flight restrictions were 4000 movements per annum, which were monitored closely against noise quota conditions by the local planning

authority. The airport ensured that it did not exceed these as it recognised that breaking the limits would result in a break in trust.

- Good progress was being made in relation to hitting interim targets for net zero, though it was anticipated that in 2029-30 the airport would have to look at offsetting to reach them. In relation to the supply chain, they were working with businesses to support them drive the agenda but would not be able to do this contractually until the airport itself had achieved its own targets.

1.4 Bristol Airport ACC

- David Hall outlined his experience as Chair of Bristol Airport's ACC over the past three years and what he saw to be the opportunities for the ACC to be involved in the forthcoming period of growth. The ACC aimed to be a forum for exchange of information where everyone had a voice, and the airport team had always been transparent and supportive.
- During this time, the main issues for stakeholders had been noise; traffic and infrastructure challenges; the environment; and serial complainers.
- In response to comments and questions, a number of points were clarified, including:
 - Membership of the ACC comprised unitary and parish councillors, business groups, and airlines, but did not include community or campaign groups. The politically associated challenges of local authority representation were discussed.
 - Meetings were open to members of the public, who also had the option to join virtually, though this was usually only one or two people. If they wished to speak they had to register their interest in doing so and had a specifically allotted period at the start of the meeting to air their views. In David's experience, attendance by the public had not constrained the transparency of the airport.
 - The ACC met quarterly and had two subgroups to consider the environment and community funds. Occasionally an item on its constitution was included as a reminder to members of the ACC's purpose.

2. SESSION 2

2.1 DfT – Sector Update and Forward Look

- A presentation was received from Wayne Gasson and Huw Jones from the Commercial and Engagement Team, DfT.
- This included an update on the ministerial team and key statistics on aviation in 2024 and 2025. In the first two quarters of 2025 air traffic movements were up on 2019 levels by 1.22%, load factors are at 83% up 1% on 2019 levels, freight tonnes of 1.5 m in 2019 were now at 1m. On time performance in 2019 was 79% and is now back at 77% after a challenging few years. The DfT is currently working with airports on winter resilience checks and getting assurance on preparedness. The leisure market is still dominant, with strong performance in terms of traffic across many airports. Business travel has not recovered after the pandemic.
- Aviation demand remained heavily in favour of London and the southeast – London handled around 60% of passengers with regional airports playing an important role in supporting their local economies. The DfT is looking at how to support regional growth and regional connectivity in 2026.
- The value of the aviation sector to the UK economy is estimated at a £20bn contribution to UK GDP; supports more than 240,000 jobs; the value of freight handled was £300bn in imports and exports; and increased investment in airports and airport groups was outlined highlighting the attractiveness of investing in UK aviation.
- With regard to the expansion of Heathrow Airport, the UK Government announced in late 2025 it selected Heathrow Airport Limited's (HAL) third runway proposal as the basis for expansion and had now formally commenced its review of the ANPS. The ANPS review is formally scheduled to reach public consultation by July 2026.

Additionally, London City, Luton, and Gatwick had growth approved this year, and other airports had developed masterplans for capacity expansion. Airports have invested in redevelopment of airport infrastructure to more sustainable operations and improving passenger journeys.

- The anticipated challenges for 2026 were:
 - aviation skills – much experience was lost during the pandemic and work is ongoing to address the shortfall in skilled workers;
 - accessibility – there has been a dramatic rise in demand, the Accessibility Task and Finish Group published its report July 2025 containing 19 recommendations to the industry and CAA. The Group will now focus on championing the report and industry's focus on implementing it. The DfT will update UKACCs on its work in the New Year;
 - SAF – the SAF bill is going through parliament and hoping to achieve Royal Assent by the new year. There is a requirement for aviation fuel suppliers to use 10% aviation fuel by 2030. Negotiations in the EU on the emission trading scheme and a more sustainable market and reaching net zero in aviation have commenced;
 - security and border transformation – as of July 2025 over 13 million travel authorisations had been issued, over 10 million e-visas had been issued with physical visas being phased out in 2026. Contactless egates are being introduced using facial technology with a 2-week pilot recently concluding at Manchester Airport, which was the first test of the new technology.
- In response to comments and questions on the presentation so far, a number of points were raised and clarified, including:
 - Delays on arrival at Border Control and capacity with airport terminals to accommodate new technology - The DfT, together with Airports UK, were in discussion with Border Force about capacity issues and staffing arrangements. **ACTION:** DfT to arrange for Border Force to talk to UKACCs further about this when they were able to in the new year.
 - In relation to eVisas, it would be helpful if more detailed information could be made available to airports planning major capital expenditure on expansion or reconfiguration about how many gates would be needed and what the space requirement would be.
 - There was no firm date for when the rules and messaging around liquids would change. A significant amount of investment and resourcing had been put into getting this done and discussion and testing was ongoing.
- With regard to airspace modernisation, [a consultation on changes to the air navigation directions and guidance](#) had been published this week, the closing date for which would be the 20th January 2026. [*the DfT extended the closing date to 26th January*]
- Work would begin on the next night flights regime for the three noise designated London airports in 2026 which would be partly informed by the [Aviation Night Noise Effects \(ANNE\)](#) study. The public facing material on this research was not yet available. **ACTION:** Tim May, DfT, to talk to UKACCs early in the new year when more information on the outcomes of the ANNE work was available.
- Members discussed the problematic notion of what constituted “night”, as this was dependent on the airport, and any regulatory regime or relevant local planning complications. There was consensus that it would be helpful if the DfT developed a universal national definition of “night” which ideally accounted for health impacts of night noise as evidenced by the World Health Organisation. This would be especially useful for non-designated airports. **ACTION:** UKACCs to take this forward in their regular engagement with the DfT.
- The aims and objectives of the Aviation Council were outlined. In recognition of the sector as a driver for growth, a large area of its focus was likely to be competitiveness in the context of a challenging economy and global market. Members commented on the fact that Air Passenger Duty had once again increased in the budget, which would directly impact the competitiveness of the

UK's aviation sector. The DfT advised it would continue to work with industry partners and the Treasury on this matter.

- In 2026, key areas of focus for the DfT would be the integrated transport strategy for England; a potential Aviation Bill that might include safety, competition, consumers; supporting regional airports; slots policy reform; and setting national principles for mayoral decision making in infrastructure. Additionally, aviation growth forecasts would be published for the first time since 2018, and these would be used to inform the ANPS.
- In relation to ACCs, following a request, a review would be undertaken of the list of designated airports. The DfT would continue to work closely with UKACCs. The Minister received regular updates and looked forward to meeting with UKACCs in the new year.

3. SESSION 3 – UKACCs discussion

- An open discussion session took place during which those present were asked to consider how the airspace modernisation process was progressing for their airports; any lessons that could be learned from Glasgow and Edinburgh who had moved on to the consultation stage; and share any insights that would be helpful in responding to the aforementioned DfT consultation published this week.
- David Flint reported that no material feedback had been received on the process at Glasgow Airport, and that lessons learned last time had been incorporated, for example the use of sound booths. Their consultation would close on 20th January, and he would inform the Secretariat should anything come to light after this.
- Robert Carr reported that Edinburgh ACC had been given the opportunity to comment on consultation documents at a very early stage, as had the Noise Board. The information required was dictated by CAP1616 and the challenge was to make this accessible to all as well as allaying suspicions that decisions had not already been made, and that people had a genuine opportunity to have influence in the process.
- Successful collaboration had taken place between Edinburgh and Glasgow, and it was suggested that similar coordination would be vital across London. The issue of whether the design process included provision for an expanded Heathrow was raised as messaging had been confusing. The DfT clarified that there is a provision for an expanded Heathrow. The core design process being constructed assumes Heathrow's expansion is a central requirement.
- The issue of why it was proposed in the Air Navigation Guidance consultation to change the altitude-based priorities for airspace design was discussed. The proposal would see the priority categories change from three to two removing the category of noise and carbon emissions from 4000ft to 7000ft resulting in noise only being a priority below 4000ft. It was agreed that there would need to be clear guidance on why this change was being implemented to prevent it from being seen as a cynical move which would have an impact on those who were – or would be – overflowed.

ACTION: UKACCs to arrange a webinar with Stu Lindsay in December. *[Post-meeting note: this was arranged for 5th December and a Teams invitation would be circulated].*

There being no further business, the meeting closed at 1645

DAY TWO

4. SESSION 4 – (UKACCs Internal Business attended by ACC Chairs and Secretaries only)

4.1 UKACCs Accounts

- The finances were reported to be more stable this year, helped by last year's increase in subscriptions and growth at some airports resulting in them moving up the membership scale. The income and expenditure account was summarised and the organisation had £14,500 in reserve at the year end.
APPROVED: the accounts for 2024/2025.

4.2 Chair's Report and Key Issues

- A paper had been circulated in advance and the Chair elaborated on the highlights, including the new logo; the proposed new UKACCs website; and the continued work with the CAA and DfT to influence policy.
- The visibility matrix presented at last year's annual meeting had been refreshed and showed a noticeable improvement. It was recognised that some ACCs would not be in a position to achieve 'green' across the board due to their dependency on their airports.
- With regard to the new website, two quotes for its construction had been obtained from external providers, the costings for which were almost identical. It was recommended that the quote proposal using WordPress be selected as it would enable simple replication of the current content; provide the best search engine optimisation; and offer futureproofing in terms of enhancements going forward. The supplier also offered green hosting. The impact on UKACCs finances was outlined and both the construction and year on year costs would be affordable.
APPROVED: the proposal to take forward phase one of the WordPress option.
- A question was raised regarding a possible increase in the job duties of the Secretariat as a result of managing the new website.
ACTION: the Working Group to review this in the Spring once the website was operational.
AGREED: that the Secretariat's salaries be increased annually by the Consumer Price Index as the subscriptions were.
- It was suggested that it would be helpful in the future to have a 'live' section on the website on current issues and open consultations, though it was recognised that this would have resource implications. The pros and cons of setting up a members' area was also discussed.

5. SESSION 5

5.1 Sharing Practice, Ideas and Experience

- Today the UKACCs team formally launched '[A Practical Guide – Sharing Practical Ideas and Experience](#)' which had been discussed at last year's annual meeting and developed collaboratively subsequently. In particular, the Chair thanked Tiana Kristeen from Heathrow CISHA who had undertaken a great deal of work on the formatting and presentation. The guide was intended to be a living document which would reflect future change as necessary and was complementary to the DfT's guidelines. In addition to informing the work of ACCs, it could also be useful in helping individual members and the public to understand their role and remit.
- Following today's launch, the next steps would be to publish it on the UKACCs website and roll it out to all members. In the coming months, UKACCs would promote the guide through Airports UK and the Aviation Environment Federation. It was also hoped that UKACCs could secure a feature in Airports UK magazine and the International Airport Review.
ACTION: All ACCs to pass it on to their airports and members and include a link on their own websites.
- Wayne Gasson, DfT thanked UKACCs for the significant amount of work that had gone into the guide, which had been shared with the Minister and which the DfT would promote as part of its regular engagement with airports and airlines.

6. SESSION 6

6.1 Our airports: 2025 experiences, future opportunities & challenges

- A paper had been circulated in advance of the meeting which summarised ACCs' contributions regarding the key issues they had dealt with in 2025.
- Four top issues had been selected as topics for round table discussions during this item. These were:
 - Terminal developments and passenger experience
 - Car parking and drop-off
 - Resilience and incident communication
 - Surface access and major infrastructure projects

In addition, each table considered managing changes to ACC membership and/or the impacts of Local Government Reorganisation (LGR) in England.

- Following the round tables, key highlights were shared and discussed more widely. The Chair asked for feedback on how to maintain impetus on the issues raised.

ACTION: Secretariat to set up an ad hoc working group for sharing information on LGR and exploring a common approach to managing changes in ACCs' memberships.

7. SESSION 7

7.1 Enhancing service standards and access to assistance at UK airports

- A presentation was received from James Fremantle, Senior Manager, Consumer Policy and Enforcement at the CAA, which would be circulated with the meeting notes.
- The CAA's role in relation to accessibility was summarised, which relied upon reputational enforcement to incentivise change.
- The data showed a significant increase in the percentage of passengers requiring assistance, with the figure for 2010 being 0.9% rising to 1.9% in 2024. This was expensive for airports to manage, and the CAA was working with them to try to prevent the service being used by those without a genuine need for it. There was also an increasing number of people travelling with electric mobility aids which presented further challenges for airports and airlines. Pre-notification rates had improved during the period, but there were still on average 20% of people requesting assistance on the day.
- The increased demand for assistance reflected changes in demographics; societal attitudes; policies; and technology, which were further elaborated on. It was noted that [CAP2374](#) did allow for tailoring appropriate assistance and there were now more initiatives that enabled people access to wheelchairs to be mobilised by friends and family.
- The CAA's Airport Accessibility Framework, which set and monitored quality standards, also helped airports provide a minimum standard of timely and customer-oriented assistance service to passengers. The annual report assessed them on waiting times in departures and arrivals; customer satisfaction; and engagement with users of the service. The CAA was considering extending this to include results of their on-airport inspections and ad-hoc requests from individuals. The findings of [this year's report](#) were summarised.
- The DfT's Aviation Accessibility Task and Finish Group had recommended that the framework be reviewed to bring in additional criteria which would allow for a much broader assessment. The CAA had also developed a complementary framework for airlines and it would produce the first of a series of reports in March 2026.
- In response to comments and questions, a number of points were clarified, including:
 - Special Services Request (SSR) codes were governed by IATA, who had set up a working group to review the codes. The CAA was a member of the Group. The possibility of developing new codes to reflect more complex needs was being considered.

- The issue of access to batteries for electric mobility aids was challenging in relation to balancing passenger needs with that of safety and security. It was recognised that this was in many ways a staff training issue on the carriage of dangerous goods.
- The new generation of security scanners at airports had been creating issues for passengers with stoma bags and again this required specific staff training as well as effective communications by airlines and airports. The CAA was encouraging airports to develop separate security lanes for those with complex needs to remove anxiety, which could be a barrier to travel, though it was recognised that this was easier for larger airports to provide additional lanes.

7.2 ACC's priorities for special assistance at their airport

- A paper on recent progress by the DfT and CAA in enhancing passenger accessibility had been circulated in advance of the meeting.
- A round table discussion had been planned for today with the aim of helping the Secretariat to develop a unified view to take forward in their engagement with relevant stakeholders. Each table were asked to consider five areas:
 - Challenges and a tailored service
 - Innovation and independence
 - Data robustness and oversight
 - Compensation
 - What ACCs can do to help improve passenger experience
- A range of feedback was received following discussions. In particular, common themes were managing the problem of abuse of the service whilst recognising that most requests for assistance were genuine and dealing with the challenges posed by an ageing population and a broader scope of needs beyond physical mobility. There was consensus that what was required was a system that captured passengers' needs before they flew and communicated this across their journey.

8. SESSION 8

8.1 Vision for environmental reporting in aviation

- A paper had been circulated in advance of the meeting which summarised the CAA's work on environmental reporting over the past year and the outcome of its consultation on developing the Aviation Environmental Report, which was a new function and area of responsibility for the CAA.
- The CAA would publish further report at the end of the year in which they were looking to refine the data granularity to give a more detailed assessment and improve transparency. Delegates were asked to consider which areas they would like UKACCs to concentrate on as the reporting system evolved.
- Suggested areas of focus included encouraging the CAA to be forward thinking about ultrafine particles; to account for the impact of aviation on health beyond just those areas that were legislated upon; and to consider mitigations due to climate change adaptations. The roadmap indicated that they planned to report on emissions from a wider range of sources in 2028, which would allow differentiation between airports and motorways. This was felt to be very important and ideally should be looked at earlier.
- There was also support for UKACCs to continue to push for environmental reporting in the same format as that for accessibility, which would enable easy comparison of airports.

8.2 UKACCs Chair's closing remarks

- The Chair summarised the actions that had been agreed over the past two days and set out his plan to gather the collective thoughts and consider how to maintain the collaborative approach between ACCs and the momentum between annual meetings.

- He thanked Bristol ACC and the airport team for hosting the event and for planning a useful visit. Further thanks were given to all those who attended and to the Secretariat.

There being no further business, the meeting closed at 1315

HEALTH IMPACTS OF AIRPORTS ON LOCAL COMMUNITIES

Introduction

1. Living near an airport can bring both benefits and drawbacks for health and quality of life. Airports create direct jobs and support employment in related local businesses, while nearby transport links enable work, leisure and social activities. However, residents may experience poorer air quality and aircraft noise, together with pollution from the road and rail networks serving an airport.
2. Many member airport consultative committees (ACCs) hear concerns from local residents about increasing noise, particularly at night. These concerns are linked to traffic growth, airport expansion and airspace modernisation, which may lead to more intensive use of some flight paths.
3. This paper provides policy context and summarises recent research ahead of two presentations: one on ultrafine particles (UFPs) and another on current research by United Kingdom Health Security Agency (UKHSA) and University of Leicester.

Air Quality

4. The Government describes poor air quality as “the largest environmental risk to public health in the UK”. Air pollution also harms the natural environment and the economy. Because it disperses across borders, efforts to manage and improve UK air quality are shaped by international agreements, EU legislation, and national and devolved laws.
5. Air pollution contributes to respiratory and cardiovascular disease, cancer, asthma, impaired lung development and premature death, disproportionately affecting deprived communities. It also damages ecosystems, soils, water, crops and biodiversity, while increasing healthcare costs and reducing productivity and economic growth.
6. Air quality limits are devolved in Scotland, Wales and Northern Ireland. The Environment Secretary is responsible for compliance in England, while Defra coordinates UK-wide assessment and plans.
7. Air quality remains a major public-health concern, highlighted in the [Chief Medical Officer’s 2022 report on air pollution](#)¹. Research shows [large inequalities in exposure](#)², with deprived areas often worst affected. Children, older people and those with cardiovascular or respiratory conditions are particularly vulnerable.
8. Aircraft engines emit pollutants including nitrogen oxides and particulate matter. Emissions depend not only on flight numbers but also on airport operations, occurring during take-off, landing, taxiing, idling and runway queues. These pollutants can travel tens of kilometres beyond airport boundaries, especially downwind. Sustainable aviation fuels (SAFs) may reduce greenhouse gas emissions and climate impacts, but they will not eliminate exhaust pollution, and their effects on air quality remain uncertain. For instance, there is limited research on how SAFs, effect ground handlers. Currently, research is being undertaken by GRIM-SAF (GRound and Inflight Measurements involving SAF)³.

¹ <https://www.gov.uk/government/publications/chief-medical-officers-annual-report-2022-air-pollution>

² <https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/>

³ <https://gtr.ukri.org/projects?ref=NE%2FZ503903%2F1>

9. As a result, communities far beyond airport boundaries may still be affected. Ground delays increase the time aircraft engines run at low power; a state that can produce higher emissions close to the ground where nearby residents are most exposed.
10. The Rapid Response report on the [Health Impacts of Airports on Local Residents](https://post.parliament.uk/the-health-impacts-of-airports-on-local-residents/)⁴ was published on the Parliamentary website on 7 May 2026. This report is underpinned by 200 sources of research. There is a growing body of evidence which links airport-related air pollution to real-world health impacts. It refers to research conducted in 2015 (Global, regional and local health impacts of civil aviation emissions by Steve H L Yim et al⁵) which states that globally, an estimated 16,000 premature deaths each year are attributed to civil aviation-related air pollution. Around a third of these were within 20 kilometres of airports.
11. Despite established links to health, airport-related air pollution falls into a regulatory grey area. Local authorities oversee local air quality, but current frameworks focus mainly on road transport and industry. Unlike power stations and factories, airports are not subject to individual caps on air-pollutant emissions. They can encourage cleaner aircraft by charging more for higher-emitting models, but otherwise have limited control over emissions.
12. Local authorities have primary responsibility for managing local air quality. The CAA reports on air quality around UK airports through the UK Aviation Environmental Review and encourages airports to publish their own monitoring data transparently. Monitoring and reporting requirements vary: some are statutory, while others arise from planning conditions.
13. The pollutants of greatest concern are particulate matter (PM) and nitrogen oxides (NOx), especially nitrogen dioxide (NO₂), all of which are associated with combustion. Road transport is the main source of concern, particularly in congested urban areas where poor air quality affects more people. Monitoring near airports captures pollution from all local sources, including roads and industry, so measured levels cannot be attributed solely to aircraft. Ultrafine particulate matter (UFPs) is a particular concern because it is not routinely regulated or monitored, despite emerging evidence of its health effects.

Ultrafine particles (UFPs)

14. UFPs are an area where scientific understanding is developing quickly, and where the sector has an important role to play in generating evidence and responding to what that evidence shows. UFPs are defined as particulate matter with diameters less than 100 nanometres (PM_{0.1}), and present unique challenges due to their small size, high number concentrations, and potential health impacts.
15. Like PM₁₀ and PM_{2.5}, UFPs are associated with cardiovascular and respiratory effects. Their smaller size allows them to penetrate deep into the lungs, enter the bloodstream and reach vital organs, including the brain. However, insufficient evidence on health effects means there is no consensus on exposure limits. The WHO's 2021 "good practice statement" identifies thresholds for high and low concentrations. Environmental dispersion modelling is not yet established, and routine monitoring remains limited: only five long-term UK sites measure UFPs through Defra's Particle Concentrations and Numbers Network (DEFRA, 2025). These sites are at Horley (near Gatwick Airport), Auchencorth Moss (Scotland), London Honor Oak Park, London Marylebone Road and Chilbolton Observatory (Hampshire). So, only one of these sites is near to an airport.
16. Reigate and Banstead Borough Council first measured ultrafine particle concentrations in the vicinity of Gatwick in December 2011. However, it was not until 2024 that DEFRA agreed to fund equipment for the RG1 monitoring station and include this station on the

⁴ <https://post.parliament.uk/the-health-impacts-of-airports-on-local-residents/>

⁵ <https://iopscience.iop.org/article/10.1088/1748-9326/10/3/034001>

UK Particle Concentrations and Numbers Network. The monitoring results for 2025 are publicly available and are also published on the ACC's website⁶.

17. Sustainable Aviation's recent UFP White Paper ⁷ focuses on aircraft-engine emissions, reflecting growing interest in combustion-related UFPs. It also notes that brake and tyre wear produce particulates requiring further study.
18. The paper highlights air-quality improvements, further reductions possible through measures such as Sustainable Aviation Fuel, and the need for more research on exposure and health effects. It supports transparent evidence-gathering but argues that binding limits or mandates would be premature given current scientific and technological uncertainty.

Aircraft Noise

19. Aircraft noise can reduce quality of life near busy airports and flight paths. Its impact varies with aircraft type, altitude and operation, making noise management essential to balancing aviation benefits with community effects. A recent report by the Chartered Institute of Environmental Health (Sound Thinking, 17 September 2026)⁸ suggests that the negative effect from noise falls disproportionately on lower-income households and deprived communities.
20. Government policy aims to "limit, and where possible, reduce the number of people in the UK significantly affected by aircraft noise" through:
 - Considering noise in airspace, airport-development and operational decisions.
 - Working with industry on quieter aircraft and operations.
 - Supporting airport noise controls, including limits on operating hours or flights.
21. Government policy defines harmful or annoying noise using two core threshold concepts:
 - Significant Observed Adverse Effect Level (SOAEL): The level above which significant adverse health effects (such as severe sleep disturbance and high annoyance) occur. Historically and across major UK transport appraisal guidance, SOAEL for daytime aviation noise has frequently been pegged at 63 dB LAeq,16h or higher, representing a transition point where mitigation becomes mandatory and further significant impacts should be avoided.
 - the Lowest Observed Adverse Effect Level (LOAEL) - The level above which health and quality of life effects can be detected.
 - Daytime (07:00–23:00): 51 dB LAeq,16h (the average noise level over a 16-hour day).
 - Night-time (23:00–07:00): 45 dB LAeq,8h (the average noise level over an 8-hour night).
22. The CAA supports these policies by:
 - Airspace changes: assessing flightpath and procedure proposals against government policy.
 - Monitoring: publishing comparable airport-noise data, including in the UK Aviation Environmental Review.
 - Research and advice: studying noise impacts, mitigation and providing impartial advice.
 - Certification: ensuring aircraft meet international noise standards.
23. Government, the CAA and research institutes have conducted extensive research into the health effects of aviation noise over the years. Recently, UKHSA and the University

⁶ <https://www.gatcom.org.uk/wp-content/uploads/2026/07/Ultrafine-Particles-in-the-Vicinity-of-Gatwick.pdf>

⁷ <https://www.sustainableaviation.co.uk/publications-and-resources/our-publications/ultrafine-particles-white-paper/>

⁸ <https://hqnetwork.co.uk/news/lowest-income-people-hit-hardest-by-noise-pollution-research-reveals/>

of Leicester mapped the health burden of transport noise for each English local authority and shared the findings with stakeholders, including UKACCs. The University of Leicester hosted a workshop on the research in summer 2024. The findings were published in an [academic journal](#)⁹ and summarised in a more accessible [UKHSA blog](#)¹⁰. The work received national, local and professional media coverage and was cited by a [House of Lords Science and Technology Committee inquiry](#)¹¹ into the health effects of noise and light pollution.

24. UKHSA, City St George's and the University of Leicester are updating the previously published assessment of the disease burden from transport noise in England. The work is nearly complete and is expected to be submitted for international peer review in the coming months. UKHSA would be willing to host an event after publication.
25. Last year UKHSA published an update¹² to the WHO review on transportation noise and heart disease, in collaboration with University of Leicester.
26. In addition to this, the Rapid Response report on the health impacts of airports on local residents was published on the Parliamentary website on 7 May 2026¹³. The report states that aircraft noise can annoy local residents and disturb their sleep, and it has also been linked to higher risk of cardiovascular disease and poorer learning among children. These effects begin at relatively low noise levels; around 40 decibels to 45 decibels. If aircraft noise is mitigated it can reduce, but not eliminate, these effects.

Recent studies on attitudes to aircraft noise

DfT: Aviation Night Noise Effects (ANNE) study

27. The ANNE study involved eight UK airports – Bristol, East Midlands, Glasgow, Gatwick, Heathrow, Stansted, Luton and Manchester. It is a two-part study examining the relationship between night-time aviation noise exposure, sleep disturbance and annoyance, and how this relationship varies at different times of night. The first part of the ANNE Study - subjective annoyance - was published in June 2026. It was a large-scale cross-sectional survey of residents living near 8 UK airports, assessing associations between night-time aircraft noise exposure and subjective sleep disturbance and annoyance. The DfT expects to publish the second part of ANNE - the objective study - later this year.
28. The key findings of the part one Study were:
 - annoyance from aviation night noise is having an impact on the health of populations living near airports exposed to night-flights with effects beginning at fairly low levels of exposure
 - the population is vulnerable to annoyance at low levels of exposure between 03:00 and 06:00 hrs.
 - within this time period, there are 1-hour intervals. These are 3 am to 4 am, 4 am to 5 am, and 5 am to 6 am. The report questions whether it is, or remains, appropriate to set policy based on 1.
 - the current 8-hour nighttime average and for “any thresholds informed by N60” (Number of aircraft noise events equal to and above 60dB). The report notes differences between the 1-hour intervals and the 8-hour average.
 - the Lowest Observed Adverse Effect Level (LOAEL) might also be better set to 1-hour intervals.

⁹ <https://www.sciencedirect.com/science/article/pii/S0160412023002398?via%3Dihub>

¹⁰ <https://ukhsa.blog.gov.uk/2023/06/29/noise-pollution-mapping-the-health-impacts-of-transportation-noise-in-england/>

¹¹ <https://committees.parliament.uk/work/7256/the-effects-of-artificial-light-and-noise-on-human-health/publications/>

¹² [Revisiting the association between transportation noise and heart disease reported in the World Health Organization Environmental Noise Guidelines](#)

¹³ <https://post.parliament.uk/the-health-impacts-of-airports-on-local-residents/>

- Suggested slightly lower rate for the Significant Observed Adverse Effect Level (SOAEL) below the current 55 dB L_{night} but acknowledges challenges in measuring SOAEL.
29. The report suggests that night-time aviation noise exposure is associated with both annoyance and sleep disturbance and the findings for annoyance and sleep disturbance were similar for all of the noise metrics. It should be noted that the levels the study report suggests should be considered are lower than those currently used by policymakers.
30. ANNE examined non-acoustic factors and found that certain people (groups) in society could, in certain circumstances, be more vulnerable to the effects of noise. Underlying factors could include how sensitive people are to noise, how they cope, house design and even how a person feels towards an airport. It references earlier studies that have suggested that the elderly, shift workers, children and those with pre-existing health issues may be more noise sensitive.
31. ANNE reports that the noise-sensitive, those who had received insulation, higher managerial and professional occupations, were more highly annoyed than airport workers and their families, and those aged 18 to 34.

CAA: The Aviation Noise Attitudes Survey

32. The Aviation Noise Attitudes Survey 2023-2024, often referred to as ANAS, is a large-scale social research study examining the relationship between long-term exposure to aviation noise and annoyance in the UK. The study is published in [CAP 3131](#). The study builds on the [Survey of Noise Attitudes \(SoNA\), 2014](#).
33. The study was conducted across 10 UK airports – Birmingham, East Midlands, Edinburgh, Glasgow, Leeds Bradford, London City, Gatwick, Heathrow, Luton, Manchester. The key findings were that people are highly annoyed by aircraft noise at significantly lower decibel levels than previously recognised:
- Lower Annoyance Threshold: The noise level at which 10% of the surveyed population reports being "highly annoyed" dropped to 43 dB LAeq 16h, down from 54 dB LAeq 16h in the previous 2014 Survey of Noise Attitudes (SoNA)
 - Higher Annoyance Across All Bands: The percentage of people reporting high annoyance is greater at every single noise exposure level compared to the 2014 study, including in the exact same geographical areas previously surveyed
34. A future study is needed to:
- Provide evidence on how annoyance to aviation noise varies across personal, social and environmental contextual factors.
 - Provide associations between aviation noise exposure and health and well-being measures.
35. No date is set for this additional study. ANAS established a new way of administering aviation noise attitude surveys in the UK. It was not only the largest survey of its kind in the UK but also one of the largest globally by number of people surveyed. The CAA has recommended that future surveys build on this legacy.
36. The CAA has a follow up work stream looking at the impact of non-acoustic factors on age and demographics, which were not included in the ANAS study. There is no publication date yet for the findings report but hopefully it will be sometime in the new year.
37. The CAA is also undertaking a review of the effectiveness of noise insulation schemes in place at UK airports. It is also looking to submit a bid to establish and host a dedicated 'What Works Centre' for Aviation Noise Impacts to provide independent, rigorous and practical evidence on the effectiveness of interventions designed to reduce the adverse effects of aviation noise on communities. If successful the Centre would provide a trusted

and systematic approach to identifying evidence gaps across a wide variety of interventions, prioritising research, and translating findings into practical guidance.

Annual Meeting Presentations

- 38.** This paper summarises the policy context and key findings from recent research into health effects and annoyance. At the Annual Meeting, two presentations will provide further detail on UFPs and the University of Leicester's current research. They will be followed by a roundtable discussion on how airports can mitigate adverse effects on local communities, enabling member ACCs to share experiences and identify where further action is needed from the Government and/or the CAA.

Paula Street & Guido Liguori
UKACCs Secretariat
October 2026

CLIMATE ADAPTATION REPORTING AT UK AIRPORTS

Background

1. Some airports in the UK have been required to report on climate change adaptation for 17 years. The principal statutory framework is the Climate Change Act 2008 which established the Adaptation Reporting Power (ARP) enabling the Government to mandate critical infrastructure assessments beginning in 2009.
2. Adaptation is a devolved matter. Provisions made under the Climate Change Act 2008 applies to all of the UK, but Northern Ireland, Scotland and Wales are required under the act to have their own plans for climate adaptation. However, aviation policy is largely a reserved matter, while planning and surface access policies are devolved.
3. The Government has designated specific "strategic airport operators" that handle critical national infrastructure. The specific airports and operator groups required to submit individual or group reports include:
 - Individual airports – Heathrow, Gatwick, Luton, Birmingham, Edinburgh and Newcastle
 - Airport groups and regional networks – Manchester Airports Group (Manchester, Stansted and East Midlands), AGS airports (Glasgow, Aberdeen and Southampton), Highlands and Islands Airports Ltd (Inverness, Dundee, Stornaway and Sumburgh)
4. In addition to this the CAA and NATS are required to report to ensure systemic climate resilience.
5. The reporting strategy is prepared on a five-year cycle and sits alongside the UK Climate Change Risk Assessment and National Adaptation Programme.
6. The required reporting must include:
 - an assessment of the current and projected effects of climate change on the organisation
 - proposals and policies for adapting to those effects
 - an assessment of progress in implementing measures described previously.
7. The fourth Adaptation Reporting Power round (ARP4) closed on 31 December 2024. The next cycle is in development. Defra's consultation earlier this year on ARP5, proposed targeted mandatory directions to address non-reporting and gaps in coverage, alongside enhanced guidance. At the date of this paper, the consultation outcome and final ARP5 strategy had not yet been published.
8. The Government published its new [Climate adaptation strategy for transport](https://www.gov.uk/government/publications/climate-adaptation-strategy-for-transport/climate-adaptation-strategy-for-transport#introduction)¹⁴ in December 2025.

Climate Adaptation Strategy for Transport

9. The Government's new strategy envisages a transport system that is resilient to a changing climate - flexible, responsive, reliable and safe. Achieving this requires transport operators to understand and manage both immediate and long-term climate risks and vulnerabilities. Some of the key aspects in respect of aviation includes:

¹⁴ <https://www.gov.uk/government/publications/climate-adaptation-strategy-for-transport/climate-adaptation-strategy-for-transport#introduction>

- A weather warning service review - DfT and Met Office to work closely to strengthen the Aviation Warnings strategy to improve awareness, consistency, and decision-making across the sector, using the Aviation Warning Service (AWS) and National Severe Weather Warning Service (NSWWS) during adverse weather.
- Adaptation pathways specification - DfT is co-sponsoring the development of a new specification to support climate adaptation pathways – a flexible, decision-focused approach to planning for climate change.
- Adaptation reporting power - DfT will collaborate with the CAA to continue promoting participation from operators in adaptation reporting and collaborate with contributors to ARP4 on progress against actions.
- Role of regulators - DfT will continue to work with the CAA to ensure that it is embedding climate adaptation into its regulatory duties and regularly monitoring progress in aviation.
- Reviews following disruption – the CAA to encourage aviation operators to conduct reviews following disruption caused by extreme weather events and will promote understanding of climate risks affecting airports and NATS, through targeted training and increased climate analysis.
- Climate scenario modelling - the CAA to explore how to enhance internal capabilities on climate scenario modelling to support UK airports in assessing and mitigating future climate risks.
- Analysis of data – the CAA to also explore options for regular analysis of data, with support from the DfT within the context of climate change, to support the aviation industry in understanding the impacts of climate change on the sector.

Airport adaption actions

10. The CAA is actively encouraging UK airports to implement physical resilience and operational changes to adapt to intense storms, rising temperatures, and flood risks. Key adaptation actions already undertaken or are planned include:

- Infrastructure and Flood Defences: Operators are upgrading drainage systems and building physical flood defences to handle heavier, more frequent rainfall and severe storms.
- Energy & Terminal Resilience: Facilities are investing in on-site renewable energy and low-carbon heating/cooling systems (such as large heat pumps) to manage extreme summer temperatures and reduce reliance on conventional energy grids.
- Creating green spaces at airports to help manage increased temperatures.
- Airports are introducing temperature-appropriate uniforms for outdoor and ground staff and modifying airside vehicle fleets toward electrification to maintain safe performance during heatwaves.

Annual Meeting Discussion

11. The Annual Meeting will receive a presentation from the CAA on its work with Government on the development of a new specification to support climate pathways. Manchester Airports Group will also give an overview of its approach and work on climate adaptation.

Paula Street
UKACCs Secretariat
October 2026

Economic and Regional Air Connectivity across the UK

Introduction

1. This paper has been prepared to provide background and aid a wider discussion at the Annual Meeting on the importance of enhancing transport connectivity to support the UK's airports, strengthen the economy, reduce emissions and support a more inclusive society.
2. Strong connectivity between UK regions is an economic necessity. Reliable links enlarge labour markets, connect businesses to customers and suppliers, support trade and inward investment. They also help spread opportunity by linking regional economies to one another and to national and international gateways.
3. Strong international connectivity, proximity to major markets, and access to higher education and research institutions help attract trade and foreign investment. Without sustained infrastructure investment, these advantages could be weakened. Export performance also depends on the reliable and efficient movement of goods and people to major international gateways.
4. The main economic strategic corridors in the UK are recognised by national and regional governments to drive productivity, innovation, and infrastructure investment. The key corridors include:
 - Northern Growth Corridor / Northern Powerhouse: A major economic network spanning Northern England and anchored by city-regions including Greater Manchester, West Yorkshire and the North East. The Northern Growth Strategy: Next Steps supports it through commitments to Northern Powerhouse Rail and city investment funds.
 - Oxford–Cambridge Growth Corridor: An innovation hub linking Oxford, Milton Keynes, Bedford and Cambridge, supported by an £800 million government commitment to land and infrastructure through the Oxford-Cambridge Growth Corridor Investment Prospectus and East West Rail.
 - UK Innovation Corridor: A high-tech business and science axis connecting London and Cambridge, focusing on life sciences, health, data, and advanced manufacturing through the UK Innovation Corridor.
 - Edinburgh-Glasgow Central Belt: Scotland's primary science, technology, and artificial intelligence cluster, supported by major investments like the Edinburgh Supercomputer and the Scotland Defence Growth Deal.
 - Trans-Midlands Trade Corridor: A regional trade and manufacturing axis linking automotive, agri-food, cyber security, and aerospace clusters through key transport arteries like the A46 and M5.
5. In respect of the South East there are several recognised economic strategic corridors that run directly through or border the South East of England. While the South East contains multiple high-performing local economies, its major strategic corridors focus primarily on high-tech innovation, global trade gateways, and overcoming infrastructural congestion around London.
6. Better transport connectivity supports and strengthens the economy, reduces emissions and supports a more inclusive society. Achieving these benefits requires coordinated, sustainable systems that balance economic growth, environmental responsibility and social equity. Recent Government proposals provide a promising starting point, but

sustained investment and timely implementation will be needed to narrow regional disparities and support sustainable growth.

7. The Government is assessing the connectivity available to the UK's nations and regions, and how targeted interventions could be used to improve this. The DfT will provide an update on its regional aviation connectivity work at the Annual Meeting.

Economic connectivity between regions

8. In June 2025, the Government published The UK's [Modern Industrial Strategy](#), a strategy setting out a 10-year plan to boost investment, productivity and resilience across the economy. The key focus is the need to increase business investment, capturing a greater share of internationally mobile capital, encouraging domestic businesses to scale up, and supporting small and medium-sized businesses reliant on resilient supply-chains.
9. There have been a series of announcements made by Government this year emphasising how its economic strategy is more explicitly putting cities, particularly large city regions, at the centre of its growth agenda, with mayors given a central role in delivery. For example, the Northern Growth Strategy prioritises the Northern Growth Corridor and places early emphasis on unlocking agglomeration benefits and enabling business investment. Particular themes of focus include connectivity, improving intra- and inter-city links, with Northern Powerhouse Rail as central. Strong connections from the Northern Powerhouse and the Midlands to these gateways are essential to ensure that all regions can reach international markets.

Why regional air connectivity matters

10. Domestic aviation connects parts of the UK in ways that other modes cannot readily replicate. It also supports onward international travel through the country's larger airports.
11. Strengthening connectivity across the Union is therefore central to regional investment, economic rebalancing and wider prosperity. Domestic aviation supports business and leisure travel, rapid cargo transport and access to essential services. It is particularly important for isolated communities, where flights may provide the fastest and most reliable link to employment, healthcare and education. More broadly, the UK's varied geography makes air links especially important to communities in the Scottish Highlands and Islands.
12. Regional air connectivity depends on a small number of operators. Most UK domestic flights are operated by easyJet, Loganair and British Airways. The leading airports for domestic services include London Heathrow, London Gatwick, Belfast International, Belfast City, Edinburgh, Glasgow and Manchester.
13. Smaller regional airports may depend heavily on a single airline or route. The failure or withdrawal of an operator could therefore affect not only individual communities but also the wider domestic network, because aircraft often serve several interconnected routes. However, airlines operate in a capital-intensive industry with traditionally narrow margins, and routes can be withdrawn when market conditions change. Only a limited number of regional airlines have aircraft suited to thin routes that provide essential connectivity.
14. In 2025, around 13% of total terminal passengers at UK airports travelled on domestic routes. In terms of emissions, historically, domestic aviation accounts for roughly 4% or less of total UK aviation emissions.

How essential air routes can be protected

15. Because many regional routes are economically fragile, protection must be targeted at links that deliver clear social and economic value. The principal mechanisms are Public Service Obligations (PSO), proportionate support for routes at risk, and airport-slot policies where no practical rail or road alternative exists. To qualify, a route must:
 - Serve a peripheral region more than three hours from the destination, an airport in a developing region, or a thin route carrying fewer than 50,000 passengers a year.

- Be essential to the region's economic and social development.
 - Provide the minimum scheduled service that carriers would not operate commercially.
16. There are currently 19 PSO routes in the UK, administered and funded by the UK Government, devolved governments and local authorities. PSOs can be considered when a route has ceased within the previous 24 months or is in danger of being lost. This support protects minimum essential services rather than underwriting airlines more broadly.

Air Passenger Duty (APD)

17. The [Union Connectivity Review Final Report](#) (see para 22 below) recommended reducing domestic APD. Critics argue that this conflicts with the UK's net-zero ambitions. The stated rationale is that APD places a greater burden on domestic journeys because it applies to both legs of a return trip, whereas an international return journey incurs APD only on departure from the UK. The report notes a particular impact on Northern Ireland, where travellers may instead depart from Dublin, which does not impose APD. It also argues that APD is not directly linked to aircraft emissions or efficiency. A per-aircraft tax based on emissions has previously been considered but found to be legally difficult.

Decarbonisation and the UK Emissions Trading Scheme (UK ETS)

18. In October 2025, the Department for Energy Security and Net Zero and the Department for Transport launched a consultation on [UK Emissions Trading Scheme: Regional aviation connectivity](#) looking at the effects of ending aviation free allocation in 2026. It sought views on:
- Whether intervention is needed to support regional aviation connectivity after free allocation ends.
 - Potential mitigations targeted at risks to isolated communities.
19. The UK ETS is managed by the UK ETS Authority, comprising the UK Government, the Scottish Government, the Welsh Government and Northern Ireland's Department of Agriculture, Environment and Rural Affairs. For aviation, the scheme covers UK domestic flights, flights between the UK and Gibraltar, and flights from the UK to the European Economic Area and Switzerland.
20. Aircraft operators currently receive some allowances free of charge and must buy allowances for their remaining emissions. Free allocation was introduced to reduce carbon-leakage risk. A March 2022 consultation proposed ending it for aviation after independent research found that the risk was minimal under the scheme's scope. Following broadly supportive stakeholder feedback, the Authority committed to ending aviation free allocation in 2026. The Authority nevertheless recognised the importance of air links for isolated communities, including the Scottish Highlands and Islands. It therefore committed to assessing the potential effect on regional connectivity and, if necessary, introducing targeted measures to protect access to essential services such as healthcare. Any intervention would be designed to protect essential connectivity, not to insulate the aviation sector from the cost of decarbonisation.
21. The consultation closed on 19 December 2025, and the Government is analysing the responses.

Government Policies and Strategies

22. The [final report](#) from the Union Connectivity Review published in November 2021, led by Sir Peter Hendy CBE, makes recommendations that aim to improve transport connectivity across the UK. The Government's [response](#) to the Union Connectivity Review, published on 7 December 2023, announced multimillion-pound investment in UK transport links. For aviation, it proposed protecting vital domestic routes, reviewing the scope of PSOs and considering airport-slot intervention for domestic services where no viable surface-transport alternative exists. The report recommended widening PSO support beyond routes to and from London that are operated exclusively by one airline.

Scotland already supports wholly domestic PSO routes, but the change could affect other nations and links between Scotland and the rest of the UK.

23. The Government's [Aviation Policy Framework 2013](#) requires airports to have, and update, an Airport Surface Access Strategy (ASAS) via an Airport Transport Forum (ATF). Airports are required to work with local stakeholders to reduce car dependency, cut carbon emissions, and increase the share of passengers and staff traveling by public transport. ASAS should contain clear, evidence-based, and time-bound goals to increase the percentage of passengers arriving by train, bus, coach, or active travel and have in place performance indicators and output measures reported through regular progress updates.
24. The Government's [Better Connected: A Strategy for Integrated Transport](#) published in April 2026 focuses primarily on domestic multi-modal surface and local transport systems in England (buses, trains, trams, walking, cycling, and regional road networks), rather than specifically dedicating a distinct pillar to commercial aviation. However, the key linkages between the strategy and aviation are:
- **Airports as Multimodal Hubs:** The strategy's core philosophy—moving away from siloed, single-mode thinking toward a whole-system, passenger-centric journey—aligns directly with how modern airports function as multimodal transport hubs. Airports rely heavily on seamless connections to rail systems, local buses, and major highways so passengers and staff can reach terminals efficiently.
 - **Surface Access, Congestion, and Emissions:** Better integration of public transport and rail links to major airports directly supports the strategy's goals of reducing road congestion, lowering carbon emissions, and improving local air quality around aviation hubs. Better surface access means fewer car journeys to and from airports.

Discussion at the Annual Meeting

25. UKACCs is keen to engage nationally on developing thinking and strategy development that supports regional connectivity and regional economies. The DfT will report on its aviation regional connectivity work at the Annual Meeting when ACCs will have opportunity to discuss the DfT's current thinking. There will also be opportunity for ACCs to share how their airports are viewing regional and wider economic benefits of enhanced regional connectivity and suggested actions required by Government to commit and secure investment in infrastructure needed if the UK is to remain an attractive place to invest and grow a business.

Paula Street
UKACCs Secretariat
October 2026

AIRPORT RELATED CAR PARKING IN RESIDENTIAL AREAS

Introduction

1. Airport-related parking in residential areas near airports has long concerned Airport Consultative Committees (ACCs). UKACCs last considered the issue at its 2019 Annual Meeting and surveyed members about their experiences in 2023.
2. However, demand for air travel is rising rapidly. Despite airports' efforts to increase public transport use and ambitious modal-share targets for measuring progress, many travellers still arrive and depart by private car. Additional long- and short-stay parking is therefore essential to meet demand, alongside measures to protect nearby residents from indiscriminate parking.
3. This paper updates members on the issue and summarises initiatives identified through the latest UKACCs survey and recent feedback from member ACCs. To assess the scale of the problem and the measures being pursued, delegates are invited to compare how their airports are responding to these pressures.

The Scale of the Issue

4. Passengers, airport staff, other airport users, taxi drivers and private hire drivers often park on nearby residential roads to avoid charges at airport and off-airport car parks, as well as airport drop-off and pick-up fees. Changing technology and growth in taxis and private hire vehicles have also intensified local parking pressures.
5. Local residents are concerned about the growing practice of vehicles being left free of charge for days or weeks in neighbourhoods within approximately 5 km of an airport or along airport bus corridors. Residents report:
 - loss of local amenity and difficulty parking near their homes
 - indiscriminate parking restricting traffic flow in local roads, and obstructing drives to properties
 - noise from engines, doors and alarms, often early in the morning or late at night
 - damage to grass verges
 - litter and additional problems where toilet facilities are unavailable
 - in some cases, verbal abuse or intimidation when drivers are challenged.
6. Residents also fear that persistent parking problems could harm an area's appeal. By contrast, some property owners are capitalising on demand by advertising driveway spaces through social media and websites such as www.justpark.com and www.parkonmydrive.com.
7. Unregulated off-airport parking operators also cause problems. Although they advertise secure off-site parking, some have stored vehicles in parks, fields, underpasses, public and pay-and-display car parks, and residential streets. Besides the risk of fraud, these practices significantly affect local communities and create enforcement challenges for airports and local authorities.
8. Some airports have also encountered problems in new housing developments built closer to airport sites, particularly where buyers were not informed of these issues before moving in.

Airport Initiatives to tackle problems

9. Experience shared by ACCs shows that no single measure can resolve the problem, as local circumstances vary and there is no one-size-fits-all solution. Effective action requires airports to work with local authorities, the police, trading standards, taxi and private hire companies, and off-airport parking operators on a coordinated package of parking controls, reporting arrangements, enforcement and community involvement. Controls are most effective when practical alternatives are available, enforcement is visible and sustained, and measures and behaviours are regularly monitored to prevent restrictions in one area from displacing parking elsewhere. Funding remains a recurring constraint because resident permit schemes and enforcement of traffic regulation orders, including single and double yellow lines, can be costly.
10. Mitigation schemes used by airports, including those working in partnership with local authorities and the police, include:
 - **Provide attractive on-airport waiting options.** Free or low-cost waiting areas for pick-up and drop-off, dedicated private-hire holding areas with café and toilet facilities, taxi discounts and clear flight information reduce the incentive to wait in nearby streets.
 - **Full review of parking charges and waiting fees:** to ensure on-site charges are proportionate and attractive, especially for passengers travelling from areas where public transport connectivity is poor or non-existent.
 - **Introduce proportionate traffic controls.** Traffic Regulation Orders and on-street parking restrictions, permit schemes, pavement restrictions and physical barriers can protect recognised hotspots, although displacement to neighbouring streets must be monitored.
 - **Coordinate enforcement.** Airports work with councils, highways authorities and police to deploy civil enforcement officers, move obstructing vehicles and issue penalties. Airport operators can enforce red-route or stopping controls on their own roads, but public-road action remains dependent on local authority powers and resources.
 - **Tackle rogue meet-and-greet activity.** Joint work with local authorities, Police and Trading Standards, promotion of approved or “Buy With Confidence” operators, customer warnings and evidence-sharing can address mis-selling and unsafe or unauthorised vehicle storage. See also paragraphs 11 and 12 below.
 - **Improve communications.** Roadside signs, QR codes directing drivers to holding areas, letters to taxi licensing authorities, leaflets and airport website information help drivers understand lawful alternatives.
 - **Maintain community intelligence.** Regular forums involving residents, parish councils, ward councillors and airport teams help identify hotspots, gather photographs and complaints, and plan peak-period responses.
 - **Dedicated reporting portals:** Major transport hubs and airports develop community action plans and online tools/portals through which residents can report abandoned, rogue or nuisance vehicles.
 - **Planning enforcement:** Councils and airports to fund specialist officers to investigate and close unauthorised off-site vehicle-storage sites.

The British Parking Association

11. The British Parking Association (BPA) has developed Airport Meet and Greet Operators scheme (AM-GO) to address rogue airport meet-and-greet parking. The initiative builds on the Approved Operators Scheme, which carries the Park Mark Award and a code of practice. The Park Mark Award is owned and operated by the police for crime-prevention purposes. The AM-GO scheme covers airport and off-airport parking services in which motorists hand their keys to a third party such as meet-and-greet, valet parking, park-and-fly, park-and-ride or park-and-stroll. AM-GO does not cover self-parking services, which may continue to qualify for and promote the standard Park Mark Award. As part of the initiative, the BPA established a quarterly Airport Forum. It will bring members together to review the scheme's performance, identify improvements and discuss wider airport-parking matters.

- 12.** Heathrow Airport is the only UK airport that officially signed up for the AM-GO scheme back in February 2025.

Annual Meeting Discussion

- 13.** ACCs will have the opportunity to discuss the problems around their airports and to share experience on ways in which their airport has tackled parking problems. Members will also be asked to consider future parking needs for their airport, including the accommodation of the growth of electric vehicles and plans for sufficient charging capacity.

**Paula Street
UKACCs Secretariat
October 2026**

UKACCs INDICATIVE WORK PROGRAMME 2026-28

Introduction

1. Since 2022, UKACCs has produced an indicative two-year Work Programme to focus its activities and priorities. The programme has helped UKACCs communicate its aims and the issues it seeks to influence nationally to member ACCs, the DfT, the CAA and other interested parties.
2. The current two-year Indicative Work Programme needs to be refreshed so that UKACCs can contribute effectively to DfT and CAA policy and strategy development, while ensuring the ACC community has a coordinated voice in important national forums.
3. Priorities for the refreshed Work Programme reflect members' comments at last year's Annual Meeting and throughout the past year, as well as the Government's and CAA's work programmes.
4. The Work Programme must be realistic, given the UKACCs Secretariat's limited capacity to advance UKACCs' work, attend national meetings and forums, and undertake other ad hoc engagement. Delivery will also depend heavily on progress in workstreams led by organisations such as the DfT and CAA.
5. The proposed Indicative Work Programme 2026–28, comprising five objectives, is set out in Annex 1 for consideration and approval. **UKACCs is recommended to adopt the Indicative Work Programme 2026–28.**

Paula Street
UKACCs Secretariat
October 2026

Draft UKACCs Indicative Work Programme 2026-28

This Indicative Work Programme sets out UKACCs' priorities for 2026–28. UKACCs will continue to promote good practice in how member Airport Consultative Committees (ACCs) are structured and operate. It will also bring together members' views to develop a national perspective on the key issues, challenges and trends affecting the UK's largest airports. This collective view will inform UKACCs' engagement with the Department for Transport (DfT), the Civil Aviation Authority (CAA), other national bodies and transport providers. The programme will remain flexible and will be adapted where circumstances or emerging priorities require.

Objectives for 2026–28

Over the next two years, UKACCs will pursue five objectives:

1. Promoting good practice in the governance, structure and operation of member ACCs through the following workstreams:
 - Supporting member ACCs to improve transparency and communication, raise awareness of their work and strengthen their local profile.
 - Identifying ways to embrace digital modernisation and digital/interactive platforms to improve information sharing, creating greater consistency in how ACCs operate.
 - Supporting member ACCs in sharing experience and processes to review their ACC's membership, particularly in relation to those ACCs affected by Local Government Reorganisation.
 - Work with the DfT to promote and review UKACCs' *Practical Guide for Sharing Practice, Ideas and Experience*, and identify ways to strengthen the role of ACCs as constructive forums for communities and airports.
2. Strengthen UKACCs' network and improve information sharing between member ACCs, building a national understanding of the issues, challenges and trends affecting airports and their consultative committees, and identifying shared priorities and concerns.
3. Build member ACCs' understanding of government priorities relating to climate change, decarbonisation, airspace modernisation, sustainability, transport and planning, and develop a collective UKACCs position where appropriate.
4. Engage with government, the CAA and other national bodies to present a collective member ACC view, focusing particularly on the implications of:
 - New strategies and approaches for meeting climate-adaptation requirements and strengthening resilience to extreme weather at UK airports.
 - The coordination between sponsors of airspace changes and the [UK Airspace Design Service \(UKADS\)](#) and sponsors of strategically important, interdependent proposals in geographic clusters outside the scope of UKADS that are being progressed through the [UK Airspace Coordination Service \(UKACS\)](#). UKACCs will focus on ensuring that airspace modernisation is delivered efficiently for the benefit of the environment, communities and airspace users.
 - Findings from recent research into the effects of aviation noise and pollution on human health, and how those findings are reflected in national policy.
 - The CAA's environmental sustainability projects and initiatives.
 - The need to strengthen national policies and strategies on passenger accessibility, service provision and facilities so that they can meet anticipated growth in demand.
 - The Government's ten-year infrastructure strategy, industrial strategy and regional development priorities, including how they can support regional connectivity between UK airports.
5. Broaden UKACCs' geographic reach by promoting the benefits of membership to ACCs that meet the membership criteria and encouraging eligible committees to join.